A Young Tennessee Clergyman says:—"Oh, my brethren, the snowiest shirt-front may conceal an aching bosom, and the stiffest of all-rounders encircle a throat that has many a bitter pill to swallow."

Highly Complimentary.—It was a beautiful compliment that Haydn, the musician, paid to a great female vocalist. Reynolds had painted her as Cecilia, listening to celestial music. Looking at it, Haydn said—"It is like her, but there is a strange mistake." "What is that?" asked Reynolds. "Why, you have painted her listening to the angels, when you ought to have represented the angels listening to her."

Sticking Calves.—A doctor went to bleed a dandy, who laughingly exclaimed—"Oh, doctor, you're a great butcher!" To which the doctor rejoined, "Oh, yes, I'm used to sticking calves."

A Balancer.—"Why is it?" asked a Frenchman of a Switzer, "that you Swiss always fight for money, while we French only fight for honour?" "I suppose," said the Switzer, "that both fight for what they most lack."

Dinner Forestalled.—The man who was "filled with emotion" hadn't room for his dinner.

Plenty in the Market.—A young man in New York advertised for a wife. In less than two hours, we are told, eighteen married men sent in word that he might have theirs.

An Affecting Orator.—A gentleman observed, upon an indifferent pleader at the bar, the other day, that he was the most affecting orator he ever heard; for he never attempted to speak but he excited general pity.

CONS.

Did you ever see anything walk without legs?—Yes, a rope-walk.

If a small boy is called a lad, is it proper to call a big boy a ladder?

Why is a fly one of the tallest of insects? Because he stands over six feet without shoes or stockings.

How to Avoid Quarrels.—The late Mr. John Jones, being asked by a friend how he kept himself from being involved in quarrels, replied, "By letting the angry person have all the quarrel to himself."

True for Once.—A traveller announces as a fact (and though he *is* a "traveller" we believe him) that he once in his life beheld people "minding their own business!" This remarkable occurrence happened at sea, the passengers being "too sick" to attend to each other's concerns.

Clerical Error.—A clergyman, who was officiating not long since in Ayrshire, was considerably astonished, as the congregation was rising up to the morning prayer, to have the following put into his hands—"The prayers of this congregation are requested for a parson in great distress."

Hard Up.—A bankrupt merchant at the West End says that his business has been so bad, that he could not pay his debts, even if he had the money.

The Big Fiddle.—A shrewd clergyman was once tormented by his people to let them introduce the "big fiddle," or bass-viol, into the church. He told them the human voice was the divinest of all instruments of music; but they introduced their viol, and the old man rose, and said:—"The brethren will, if they please, sing and fiddle the thirty-ninth Psalm."

Troy Weight.—The reason Æneas carried his father with such ease was because he had "Troy" weight on his back, instead of avoirdupois.

People who Don't Deserve Pity.—A ruined gambler, an ill-tempered man with the toothache; an alderman with the gout; and a dandy splashed by a mud cart.

A Posthumous Work.—Some one says "the lobster is a posthumous work of creation, for it is only red after its death."

Quite Natural.—Mrs. Peter Piper's baby was making a tremendous noise, and a friend asked Peter why it was so cross. "It has a stormy mother," said Peter, with a sigh; "you needn't wonder if its a little squally—its quite natural."

Nothing Wonderful.—An unimaginative individual, on visiting the Falls of Niagara, was greatly perplexed at the astonishment expressed by his companions; and on one of them exclaiming to him—"Is it not a most wonderful fall?" replied, "Wonderful! no; I see nothing wonderful in it. Why, what's to hinder the water from falling?"

A Cobbler's Comfort.—A schoolmaster and land-surveyor, of local eminence in his day, once rode from Stockton to Haughton-le-Skerne, and put up his horse at the latter place. The landlord of the house, a son of Crispin, as well as of Boniface, was employed, on his arrival, in the former capacity, and he sung at his work—

Of all the trades that's in the West,
There's none like him contending;
He every day thinks on his last,
And every day is mending.

Gravity and Gravitation.—A schoolmaster, who was as fond of the use of his grog as of the use of the globes, was asked the difference between gravity and gravitation. "When I've drunk five glasses of grog," replied the pedagogue, "my gravity vanishes and my gravitation begins to operate."

TO MEN.

Men, the time draws on to action—
Draws, with sternest-voiced demand;
Who would bear its strain and traction
Must be strong in heart and hand:
Who shall grapple double-handed
With it shall have manhood's name;
Who shall falter shall be branded
With unchanging mark of shame.

Toil, oh! Forgeman, damp and sooty,
At the shapes that, one by one,
Grow, wherewith the iron duty
Of the season shall be done:
Toil; the time is loud with clamor,
And it striketh palm with thee,
In the ringing of thy hammer,
For the good that is to be.

Speed, oh! Plowman; let not thistles
Prick out from the loaded wain:
On full many a field there bristles
Crop of steel instead of grain:
Speed; the soldier's orphan children,
Who in mercy shall not see
Where their father's grave is filled in,
Turn their hungry eyes to thee.

Strike, oh! Soldier, once and ever
For the right that grows apace;
Every blow of thine endeavor
Brings a glory to thy face:
It shall be a newer birth-right
If the death-bolts hurtle by;
It shall brighten though the earth-light
Fade before it from thine eye.

Sing, oh! Poet: be thy minor
Holy-sweet to match the wreath
Of the cypress, grown diviner
Now upon the brow of death:
And thy major's revelation—
Let it upward rise and roll
To the heights of aspiration
Of a nation's lifted soul.

Pray, oh! Christian: God is nearer
In the storm than in the sun;
And His will is growing clearer:
Pray His waiting will be done—
Done triumphant, as when Moses
Walked through night and death to see
Far in Sharon's vale the roses
Waiting ages for the free.

Toil, fight, sing, pray, men unshrinking,
With a high, heroic will;
And the good the time is thinking
To the perfect orb shall fill—
Orb of life for feet uplifted,
While calm brows are yet above
In new sunlight round them drifted
By the winds of broader love.

UNION AND LIBERTY.

By Oliver Wendell Holmes.

Flag of the heroes who left us their glory,
Borne through their battle-fields' thunder and flame,
Blazoned in song and illumined in story,
Wave o'er us all who inherit their fame!
Up with our banner bright,
Sprinkled with starry light,
Spread its fair emblems from mountain to shore,
While through the sounding sky
Loud rings the Nation's cry—
Union and Liberty! one evermore!

Light of our firmament, guide of our Nation,
Pride of her children, and honored afar,
Let the wide beams of thy full constellation
Scatter each cloud that would darken a star!
Up with our banner bright, etc.

Empire unsceptred! what foe shall assail thee,
Bearing the standard in liberty's van?
Think not the God of thy fathers shall fail thee,
Striving with men for the birthright of man!
Up with our banner bright, etc.

Yet if, by madness and treachery blighted,
Dawns the dark hour when the sword thou must draw
Then, with the arms of thy millions united,
Smite the foul traitors to freedom and law!
Up with our banner bright, etc.

Lord of the Universe! shield us and guide us,
Trusting Thee always, through shadow and sun!
Thou hast united us: who shall divide us?
Keep us, O keep us, the many in one!
Up with our banner bright,
Sprinkled with starry light,
Spread its fair emblems from mountain to shore,
While through the sounding sky
Loud rings the Nation's cry—
Union and Liberty! one evermore!

Monthly.

A CHRISTMAS CAROL.

Green grow the turf, light fall the snow,
Upon his grave, where'er it be,
Who taught our infant minds to know
Cock Robin's "mournful history."

For who can tell, in after years,
How many kindly thoughts arise
From those sweet, sympathetic tears
His story brought to Childhood's eyes.

Ofttimes around the Squatters' fires,
When all are mute and think of home—
And heaven-called babes and age-spent sires
Loved ghosts! across the memory come

And once more people all the place,—
The wooded knoll, the velvet slope
And chimney ingle, when each face
Was full of love, and life, and hope.

When all that made the happy past
Comes crowding on the throbbing brain,
The tale heard first, forgotten last,
"Cock Robin's Death," is heard again;

And he, whose ship treads underfoot
The hills of the upheaving sea,
When night's o'er all and messmates mute,
And no one keepeth watch but he,

Will often in the dark profound
See the dear home he has on land—
His loving wife, and gathered round
A little, silent, listening band.

Awhile he wonders what the spell
Which holds that rebel group in thrall?
Love lends him ears, and he can tell
Who "rung the bell," who "bore the pall."

O, ever welcome, friendliest bird!
Sweet minstrel of the winter time,
Thy happy song that hath no word
Shames—how it shames!—my votive rhyme

Thou, resting on yon snow-clad spray,
A Christmas carol singeth me,
As thou wouldst trill thy heart away
In thy melodious ecstasy!

Mary.

Look Before You Leap.—"Sally," said a green youth in a venerable white hat and green pants, through which his legs projected half a foot, perhaps more, "Sally, 'afore we go in this 'ere museum to see the boa-constrictor, I want to ask you somethin'."

"Well, Ichabod, what is it?"

"Why, you see this 'ere business is agwine to cost a quarter apiece, and I can't afford to spend so much for nuthin'. Now, if you say you'll have me, darned if I don't pay the hull on't myself. I will positively!"

Sally made a non-committal reply, which Ichabod interpreted to suit himself, and he strode up two steps at a time, and paid down the "hull on't."

Tobacco vs. Intellect.—The French have lately discovered a striking relation between the use of tobacco and insanity. The number of paralytic and demented patients has kept pace with the revenue from the weed, which is now upwards of thirty millions of dollars per annum. M. Jolly, who has laid before the Academy of Science an elaborate paper on the subject, declares "the immoderate use of tobacco, and more especially of the pipe, produces a weakness in the brain and in the spinal marrow, which causes madness." A more definite statement is given by M. Bertillon, in the *Union Medicale*, as the result of an investigation made in the Polytechnic School, in which one hundred and two of one hundred and sixty advanced pupils were smokers. In the classification by merit one-third or one-fourth of the pupils in the higher classes were smokers, whilst in the lower series three-fourths, and at the tail of the list four-fifths were smokers. A comparison was also made between sixty-six confirmed smokers and sixty non-smokers, who entered the school. At the date of entering, the abstainers were found to stand twenty-three per cent. in advance of the smokers. After nine months of tuition, side by side, the non-smokers stood thirty per cent. in advance, having gained thirteen per cent. on their fumigated competitors. This result is declared by M. Bertillon to be in accordance with the general experience of the Polytechnic School.

Mark.

91.51

Lat 38.5 N. Remarks on board of

Steward on duty Long 66.48 W
Tuesday June 28th 1864
Strong winds from ~~the~~ S. W. Steering E
M & Latter Part Strong winds from
N. All hands making ready for
whaling
Lat
Long No Obs

Wedensday June 29th
Strong N E. winds. Saw a Ship boiling
M & Le. part blowing heavy from N E.
Ship heading E. S. E.
Lat
Long No Obs

Thursday June 30th
heavy gale from N. E, Ship heading
S. E. Under lower Top sails M & Le. part
sh winds from N.N.E. Ship heading E
Lat. No Obs
Long

day July 1st
h winds from N. N. E. with rain
ing E. S. E. Watch busy at work
e. part about the same
Lat 38.09
Long 56.44

rday July 2nd
ns with fine weather light winds
m N. N. E. Ship heading E. by the wind
& Le part light winds from E. N. E. Sent
Royal yards
Lat 38.50
Long 55.10

April 12th/26

nday

Journal of a Whaling Voyage
On board of Ship "William Thompson"
of New Bedford, to the North Pacific
and other Oceans F. C. Smith, Commander

Saturday June 25th 1864
At 10 A M Took Anchor and
Stood out of the bay with a
flash breze from west, N. Abs.

Sunday June 26th 1864
at 1 P M the Capt came on board
at 2-30 discharged the Pilot off the
Sow & Pigs light Ship after
which filled away and Steered
S by W with a fresh breze from
the west. All Sail out 3 & 4 the
mates Drunk also the cook & Steward
took the anchors on the bows
got Supper Chose the watches
and set the watch Steering S. S.
W & latter part light winds from
West Steering to the S & E Wa
employed in Stowing the Cha
and anchors some of the boys
Sick Allie is a little Sick
Steward off duty Drunk & S
Monday June 27th Lat ob
Light N wind long Che
watch employed in setting up
rigging M part fresh breze from
west Latter Part the same
good weather have took in
two boats & Put out two other
All hands employed in fitting

James Allen Smith, March 20th 1836
Deceased Mother was dead

Ship William Thompson F. C. Smith
Commander

Sunday July 3rd
Light E.S.E. E winds and fine weather
Steering S.E. At 4 P.M. lowered the boats
for exercise. M & L past light winds Saw
Grampusses
Lat 37.42 N
Long 55.10 W

Monday July 4th
Light winds from S.W. Steering N.E.
M & L past about the same
Lat 37.23 N
Long 53.8 W

Tuesday July 5th
Strong S.W. winds with rough weather
M & L. past strong wind from S.W. one
Bark in sight. Saw Black Fish, lowered
boats and got two [illegible]
No. obs.

Wednesday July 6th
Strong S.W. winds lowered for Black
Fish but did not get any M. past Squally
latter part ~~Steering~~ Wind N. West. Steering E. by S.
Lat 41.00 N
Long 44.4[illegible]

Thursday July 7th
Light winds from N. with good
weather Steering E.S.E. all sail out.
Several sails in sight. M. past Squall
L. past calm lowered a boat and carried
a Logger head turtle
Lat 41.12 N
Long 43.16 W

Friday July 8th
Commences with light winds and
little rain Ship heading E.N.E. lowered
a boat picked up a barrel partly full of
kerosene oil M. past [illegible] winds fro[illegible]

Remarks on board Ship

Friday July 8th
Latter part Strong winds from S. with rain reefed the topsails
Lat 41.50
Long 38.50

Saturday July 9th
Strong gales from S.W. Steering S.E. Saw a plenty of finbacks M part Strong winds from S.W. Steering S.E. by S. Latter part Strong breze from S.W. Steering S.E. by S
Lat 40.50 N
Long 36.21 W

Sunday July 10th
Commences with Strong winds from S.W. Steering S.E. by S. saw a Merchant Ship Steering E.N.E Watch employed in Ships duty M. part S.W. ~~E.S.E~~ Wind Steering S E by S. latter part light winds from W.N.W. course S.E. S.E. ~~at 6 P.M. saw the Island of Flores~~
Lat 39 26 N.
Long 32.22 W.

Monday July 11th
Light winds from W.N.W. Course S.E. At 6 P.M. Saw the Island of "Flores" Bearing E. Dist 25 miles M. part fine weather, L. part lying off Lagens Capt went ashore Several Whalers in sight

Tuesday July 12th
At 1 P.M. Capt came on board Ship lying off and on M part. Ship lying off and on Several sails in Sight Latter part Ship working up to the Island of Flores

"Wm. Thomson" Whaling

Wednesday July 13th

At two P.M. Capt went on shore and got off some supplies Potatoes. Onions. Bullock and some hens and one turkey Spoke brig Argo Fayal Whaling M part Strong winds from N.E. lying off and on went ashore this morning and got 3 Portuguese and Spoke the bark Sea Breeze New Bedford At 10. A.M. Steered off S. all sail out.

Thursday July 14th

Fresh breezes from N.E. Steering S. all sail out Set a fore top. mast Studding sail M part light winds from N. N.E. Steering S. Latter part light airs saw plenty of finbacks and a School of Grampusses

Lat 37. S. N
Long 29. 41 W

Friday July 15th

Commences:::= with light airs some finbacks in sight I went aloft took a look round and saw a fin back some of the men making spun yarn and some picking oakum and some making Sinnet and the 4th mate and I have been coiling lines in the tubs M part light airs from W. S. W. Steering S. Latter part the same Lat 36. 3
Long 29. 55

Saturday July 16th

Commences with light winds from W. S. W. Steering S. Sent down the new fore sail and sent up the old one the Black Smith has been to work to day and I ~~have been~~ helping him M & Le part light winds and pleasent weather Lat 35. 38 N Long 29. 00

Remarks on board Ship William

Sunday July 17 th

Commences with light airs from W. Steering S. by W. half W. two Sails in sight the men have been Scraping down the masts to day and I have been painting The Stuart killed four hens to day M and L past light winds from N. N. E. Steering S. by W half W. one Sail in sight

Lat 34.42 N
Long 28.50 W

Monday July 18 th

Commences with light winds from N. N. E. steering S by W half W nothing in sight M and L past light airs with a few rain squalls Ship heading S by W half W.

Lat 33.41 N
Long 28.46 W

Tuesday July 19

Commences with light winds from N. E. Steering S by W half W. saw a School of Grampusses and some porpoises M and L past light winds from S. E. steering S. by W. half W. nothing in sight Lat 33.07 N
Long 28.22 W

Wedsenisday July 20 th

Commences with light winds from S. E Steering S by W half W. took the Spanker down and repaired it M and L past light winds from E. N. E. Steering S by W half W

Lat 31.34 N
Long 28.13 W

Thursday July 21 th

Light winds from E. N. E Steering S by W. half W Sailors at work fixing the rigging M & latter past light winds from E. N. E and Squally I have been painting and now making a Wiggen Royal

Lat 28.39
Long 28.09

Thompsons F. C. Smith Commander

Friday July 21

Commences with light winds from E.N.E and Squally Steering S. by. W. half W nothing in sight M and Le part light winds from N.E. Steering S by W half W Struck a porpoise but did not save him Lat 25.20 N

Saturday July 22d Long 28.09 W

Light Winds from N E. Ship heading S by W half W saw some kind of a Whale breaching but could not tell what it was M and Le part Strong N.E Trades Steering S. by W Sailors all at work on rigging Lat 21.59 N

Sunday July 23rd Long 27.50 W

Strong N.E trades Ship heading S. Two or three men unwell M and Latter part light winds from N E. Steering S. Saw some flying fish today and no Whales Lat 18.54 N

Monday July 24th Long 26.53 W

Commences with light N.E. trades Ship heading S. Killed a Turkey and a Rooster for dinner to morrow M and Latter part light winds from N.E. Ship heading S. two sails in sight Lat. 16.15 N

Tuesday July 25th Long 26.00 W

Commences with light winds from E. Steering S. I caught a Skip jack this afternoon and had it for supper M and Latter part light winds E.N.E Steering S Lat 14.7 N

Wednesday July 26th Long 25.23 W

from E.N.E. heading S. Light winds M & Le part light airs and calm and some rain Lat 13.00

Long 25.26

Remarks on board Ship William.

Thursday July 27th

Commences with light airs from N.N.E Steering S plenty of fish around the ship M and L part light winds from N. with two sails in sight one of them past us but did not speak us and saw a School of black Fish but did not lower for them Lat 12.15 N

Friday July 28th Long 25.05 W

Commences with light winds from N.E. with six sails in sight. Watch busy. M part baffling winds and squally - Latter part had strong winds from S. with some squalls and rain. Saw about a dozen Ships steering N. One bound South with auxiliaries. The Lassie beats again and lost the Oniency -

Saturday July 29th

Strong winds from S. Ship by the wind E S E, b S E. All sail out. Saw ten Ships and Barks beat Neith, I have not been very attentive to my studies since leaving home but shall try to do better for the future - M part strong winds S. Ship heading S.E. Latter part light winds from S and S by E with some black Fish in sight

Lat Obs	10-52 N
Long Chr	24 43 W
Dist R.	55 Mile
Course M.	S S E

Sunday July 30th Lat 10.07 N

Commences with had a Squall from the N. and some rain saw a Turtle and lowered a boat but did not get him M and L part light winds from N and N.W. Steering S by W half W one sail in sight Lat 9.17 N Long 22.07 W

Capt Samuel Lawrence
E D Lincoln
S. C. Mathias
Thompson F. C. Smith. Commander

Monday Aug 1st 1864

~~light winds from N and N W~~ Commences with light winds from N and N. W. Steering S by W half W one sail in sight M and L part strong winds from W and S. W. with rain Steering full and by this morning the Second mate found a bird on the main sail and we put him in the house aft and he hid away and we could not find him Lat 8.01 N

Tuesday Aug 2d Long 21.35 W

Commences with strong winds from W and S. W. and squally Steering full and by M and L part strong winds from S. Steering full and by

Lat Long No Obs

Wednesday Aug 3d

Commences with Strong winds from S. Steering full and by one brig in sight M and L part light winds from S. One sail in Sight Lat 6.33 N

Thursday Aug 4th Long 18.00 W

Commences with light winds from S. steering full and by one sail in sight and same Killers and the fore top gallant [illegible] Chain plate parted M and L part fresh breezes from S. W. Steering full and by with four sail in sight

Lat 5.20 N

Friday Aug 5th Long 15.00 W

Begins with strong winds from S. by W ship heading S. E. at seven O clock tacked ship and passed one sail heading W. at nine P. M. took in fore top gallant sail M and L part strong winds from S S W ship heading W with three sails in sight I went up to loose the Mizzen top gallant sail and lost my cap and I saw a Sulphur bottom Whale

Lat 3.58 N Long 16.33

Ship "Wm. Thompson" Towards

Saturday Aug 6th

Commences with light winds from S. ship heading W.S.W with three sails in sight M and L light winds from S. ship heading W.S.W with two sails in sight men employed in sending down foot ropes and lifts Lat 2.46 N

Sunday Aug 7th Long 18.58

Begins with light winds from S.S.W ship heading W. nothing in sight M and L part fresh breges from S. steering S.W. with three sails in sight and plenty of flying fish few of the men unwell Lat 1.16 N

Monday Aug 8th Long 21.06 W

Begins with fresh breges from S. steering S.W. with three sails in sight and we are beating them all. M and L part light winds from S.E. steering S.W. by S half S. with all sail out, one sail in sight about 5 mls off I hang at a lamp over the side trying to catch some flying fish Lat 1.22 S

Tuesday Aug 9th Long 22.35 W Dist 180 m Course S.W. by S. S

Begins with strong winds from S.E. steering S.W. by S. I took the wheel one hour and a half this afternoon so to let Manuel sew my clothes M part strong trades - Lowsh in the main royal and forelupmast studding sail. Lat part good weather. Steering SW by S. All sail out, Watch busy - Henry Frank off duty, James Royle has his watch below stowed for fighting and lying Lat 4-18 S.

Long 23-40 W

Dist 190 miles

Course S.W.

Cape Horn. Phaling.

Wednesday Aug 10th
Begins with ~~strong~~ S E trades, Steering SW½S. All sail out, Did not Catch any flying fish last night. M part strong winds from E SE with good weather, Latter part had several squalls — Steering S W. Under topgallantsail.

D.R. Lat 7.30 S.
Long D.R. 25-15 W
Dist 210 Miles
Course S SW½W

Thursday Aug 11th
Strong SE trades, Steering S W. Watch busy at work. Henry Frank off duty sick, James Bagle watch blake stripped for bad conduct. M part Squally took in fore and Mizzen top gallant Sails. L part strong winds from E by S. steering S. W. watch busy at work on the rigging and making line tub covers Lat 9.38 S

Long 26.25 W
Dist 150 m
course S W½S

Friday Aug 12th
Begins with strong winds from S E by S. steering S. W. Took the trunks cover to pieces. And shifted the Mizzen top sail halliards over on the Port side and put the Mizzen top gallant halliards over in the top sail halliards place M and Latter part strong breezes from E.S.E with few Squalls passed a Bark about eight o clock We have been making a cauness cover for the trunks Lat 12.15 S

Long 28.15 W
Dist 190 Mls
course S.W½S

Saturday Aug 13th
Begins with Strong breezes from E and E.S.E. Saw one fin back all hands at work some making spun yarn and some coiling lines &c. M part strong winds from S E steering S. W. all sail out have been making a new sail room Lat 14.28 S. Long 30.18 W

Dist 180 miles course S W

Ship "William Thompson" Toward

Sunday Aug 14th
Begins with light winds from S.E. steering S.W. saw one spout all hands busy at something and few minutes M part light winds from S.E. steering S.W. Latter part Strong winds from S.E. saw a School of Black fish but did not lower for them Lat 16.37 S

Monday Aug 15th (Log 32.6 W
Begins with light winds from (Dist 162 mls
S.E. steering S.W. With pleasant (Course S.W. by W
weather nothing in sight M part light winds from S.E. Steering S.W. Latter part Squally watch employed in breaking out water and cleaning Carpenters Tools Lat 18.14 S

Tuesday Aug 16th (Log 33.50 W
Begins with light airs from (Dist 140 m
S.E. and squally steering (course S W
S.W. Saw something that looked black about a mile off but could not tell what it was M part light winds from N.E. with rain L part light winds from N. watch all busy one sail in sight (Lat 18.49 S

Wedensday Aug 17th (Log 34.27 W
Begins with light airs from N.E. (Dist Rs 52 m
and from E.N.E. steering S.W. (course S.W. by S
Saw a spout but could not tell what it was M part light airs from N.E. steering S.W. Latter part light variable airs we have been breaking out to day and cooping the casks all day and two sails in sight Lat 19.27

Thursday Aug 18th Long 34.57 W
Begins with light airs and two sails in Dist
sight and we Signaliged with an course
of them she was an Englishman M part light winds from S steering full and by and one

Cape Horn. Whaling. H. C. Smith

Thursday Aug 18th
sail in sight L. part about nine o clock ma
came from S.S.E and squally steering S.W.
took in Mizzen Royal and S mast up and furled
it and got out all hands at work on the cutting
gear

Friday Aug 19th
Commences with strong S.E. winds
steering S.W. Black Smith has
been fixing the hatches between
decks and the cooper has been making batte
to put on the sail M part strong winds fr
S.E. steering S.W. one sail in sight and about six
o clock saw a School of Sperm Whales but it
was to late to bower

Lat 19.52 S
Long 35.12 W
Dist R 32 miles
course S.S.W.

Saturday Aug 20th.
Begins with strong winds from
E. steering S.W. with two sails
in sight watch employed in setting up the
Foward stays. we have seen some fin backs
to day. Black Smith has got a sore eye again
M part strong winds from N.E. steering
S W by S 1/2 S one sail in sight Latter part
the same

Lat 21.49 S
Long 36.59 W
Dist R 142 mi
Course S.W.

Sunday Aug 21st
Begins with strong winds from
N.E. all sail out steering S W
by S 1/2 S Father took his bedstead to pie
this afternoon and made it higher and
narrower. Watch busy at work on the rigg
M and Latter part strong winds from N.
E. steering S.W. by S. all sail out The thi
day a spark from cooks funnel caught the sta
rboard boats mast and burnt a large hole
through the starboard quarter

Lat 23.57 S
Long 38.19 W
Dist R 160
Course S W by S
Lat 24.25 S
Dist 180 Course S W by S Long 38.42 W

Ship William Thompson

Monday Aug 22nd

Begins with strong winds N.E. with clear weather steering S.W. all sail out at four o clock took in main top gallant studding sails. M part strong winds from N.E. steering S.W. Latter part light winds and squally

Lat 28.54 S
Long 41.38 W
Dist R 180
Course S W by S

Tuesday Aug 23rd

Begins with a signall from the S. took in top gallant sails and reefed top sails. Watch at work on the rigging. M part fresh winds from the S. steering full and by Latter part light airs from S.E. Watch at work on the rigging and making block straps

Lat 29.25
Long 42.38 W
Dist R 75
Course S W by W

Wedensday Aug 24th

Begins with a calm. Day is making a cover for the sky light. I have been painting to day. and have been trying to catch some birds at four o clock took the Starboard boat in and put her on the house and put the starboard bow boat on the starboard cranes. M part light winds from S.E. steering S.W. Latter part light winds from S Ship heading W. N. W. about six o clock tacked Ship

Lat 29.53 S
Long 43.30. W
Dist R 52 miles
Course S W by W ½ W

Thursday Aug 25th

Begins with light winds from E. and S.E. Ship heading W.S.W. all sail out one bark in sight close too M part light winds from S.E. steering S.W. Latter part strong winds from W.S.W ship heading S all hands at work on sails sewing. Saw a flock of birds round a piece of Squid and one sail in sight

Lat 30.48 S
Long 44.35
Dist

Towards Cape Horn Whaling

Friday Aug 26th

Begins with ~~light~~ winds from W. S. W. ship heading S on bint the fore sail and sewing up a new one M part strong winds from W. S. W. heading S. latter part strong winds from S. W. heading S. E. and two sails in sight

Lat 32.36 S
Long 44.16 W
Dist R 120
course S ½ E

Saturday Aug 27th

Begins with light wind and a heavy swell from S. W. Ship heading S. E. by S. ½ S. plenty of birds around the ship. we have been breaking out of the fore hole and ~~patching~~ putting the casks in the aft hole M part light winds from W. S. W. Ship heading ~~full and by~~ S latter part the same

Lat 33.24 S
Long 44.03 W
Dist R 58 miles
course S by E

Sunday Aug 28th

Begins with light airs from W. N. W steering S. W. all sail out watch busy M and L part strong winds from N steering S. W. by W. all sail out

Lat 34.58 S
Long 45.00 W
Dist R 100 mil
course S. W by S

Monday Aug 29th

Begins with strong winds from N steering S. W. by W. M part strong winds from N steering about one o clock took in all sail latter part the same

on the wind
Lat 36.29 S
Long 47.25 W
Dist R 158
course S W by

Thursday Aug 30th

Begins with strong winds S steering full and by at 4 o. clock tacked Ship one Sail in sight M and L part strong winds from S. E. steering S. W. all sail out and two sails signalized with an English Ship. I have been strapping some blocks &c

Lat 36.52 S
Long 48.50 W

Dist Run 72. course S ½ W

Ship William Thompson Toward

Wednesday Aug 31st

Begins with strong winds from S. steering full and by all sail out watch busy making Spunyarn and baskets M and Latter part light winds from S.E, steering full and by at 4 o clock A.M sent down the Mainsail and Sticked all the seames

Lat 37.11 S
Long 50.18 W
Dist Re 80
course W by S 1/2 S

Thursday Sept 1st

Begins with light airs from S.E steering Ship heading from S W to S.S.W. one sail in sight at four o clock Sent up the main sail and sent down the lower Main Top sail and bent a new one and sent in the fly sail and repaired it M and L part light winds from N.E. steering S.S.W. all sail out Watch busy setting up the head stays

Lat 38.20 S
Long 51.23 W
Dist Re 82 mdy
course S W by S

Friday Sept 2nd

Begins with strong winds from N.E. steering S.W. by S. plenty of birds round the ship and plenty of Squid and one sail in sight M and L past light winds from E. steering S.S.W. and cloudy weather all sail out. put on new wheel ropes and lashed the boats

Lat 41.06 S
Long 53.50
Dist 190
course S.W. by S

Saturday Sept 3d

Begins with light winds from E. and cloudy weather steering S.S.W. watch busy nothing rope yarns. saw one fin back close to the ship. let 9 P.M wind from W put the ship under close reef topsails Mizzen furled - M part fresh winds and rain - latter part a gale from W S.W. ship heading S.W. close reefs and reefed courses No Obs.

Ship Casilda in the North Sea June 30th 1871 1

Cape Horn Whaling Capt F. C. S

Sunday Sept 4th

Begins with a gale from W.S.W. with cloudy weather, Ship going S. by the wind under close reefed topsails, reefed courses and spencers, Barometer 29.4 inches. One sail in sight bound south. Green water, A few birds in sight. Ship goes along very comfortably and takes aboard but little water. Thus far our voyage has passed off very pleasantly. My Dear Loving Friends at home how I long to see them. M part no change L part little more moderate ship heading S.S.E. and a heavy swell

Lat 43.29. S
Long 53.38 W
Dist R 70 miles
course S.½.E.

Monday Sept 5th

Begins with strong gales from [illegible] Ship heading S.S.E. ~~with~~ one Sail in sight. at three o clock set the mizzen top sail and turned the reef out of the foresail and set the jib M part light winds from S.S.W. ship heading W.S.W. set fore topsail

Lat No Obs

Tuesday Sept 6th

Begins with light winds from N.E. steering S by W. all sail out, and one sail in sight. We put up the Stove to day and opened the slops and give the men Some M part strong gales from S.E. Ship heading S.S.W. Under lower fore and main topsails foresail and Spencer and Staysails L part the same

Lat 44.31. South
Long 55.47. West
Dist R 155 miles
Crse S.W. by S.

Wednesday Sept 7th

Begins with a strong gale from S.S.E. Ship heading Ship heading S.W. by S. At four o clock set Mizzen top Sail Main sail and jib M p. strong winds from S.E. S. Ship heading S.W. L part light winds from N. Steering S.W by S.

Lat [illegible] 11 Long [illegible] 57.40 Dist R 95 Crse W. S.

Ship William Thompson Towards

Thursday Sept 8th 1864

Begins with Strong winds from N. Steering S. by E. all sail out. Seni below sick. and also Edward Kesler with a lame ankle. M part Strong winds from N.N.E steering S. by E. at 9 a M hove to. unde fore and main top sails Latter part the same

No Obs

Friday Sept 9th

Begins with a Gale from N.N.E Ship on the wind. about four O Clock saw some Sulphur Bottoms and fin backs M part wind hauled to the S.W. L part high Winds from S.W. Ship heading S.S.E.

Saturday Sept 10th

Lat 50. 41 S
Long 58.00 W
Dist
ance

Begins with a fresh gale from W.S.W steering S.E. by S. all hands loafing at 4.30 P.M. saw the East end of the Falkland Islands ~~[illegible]~~ Being South and west Dist 25 miles M part Strong wind from S.S.W with passing Squalls. run by the East end of the Islands. L part strong winds from W Steering S.S.W. at 10 took in top gallant sails

No Obs

Sunday Sept 11th

Begins with a gale from W.N.W Ship heading S.S.W. at 4 O Clock took in fore, main and mizzen top sails and Mainsail M part Strong winds from W.S.W. Steering S.S.W. L part strong gale from W.S.W. at 11 Moore ship Seni is laid up with a sore foot. and Charles Kesler with a lame ankle. and Charles Hennessy

Lat 53.39
Long 46.55

Cape Horn Whaling F. C. Smith Commander

Monday Sept 12 th

Begins with a strong gale from S. S. W. Ship heading W. Reeves main topsail and stays sails and spencer M part moderate At 3. A M wear ship to W. Latter part made square sail, Charles Vernay, Manuel Jose, Charles E Kelser & L D Ripley off duty Lat 53 11 S

Tuesday Sept 13 th Lon 57 13 W

Blows hard a gale again with heavy squalls accompanied by a great deal of snow. At 1. P M ship lying to under lower main topsail and spencer. At 2-30, P M wear ship to S E. The ship rolls a good deal but makes very good weather of it otherways - We are in hopes of more favorable winds for doubling Cape Horn very soon. M part heavy gale from S Ship heading E. S. E. At 4 A M wore ship Set the fore and Mizzen topsails and fore sail Latter part steady breezes from S. Ship heading from W. to W. S. W. Lat No Obs

Wednesday Sept 14 th Long Dit cse

Begins with fresh Winds from S. Ship heading W. S. W. with fore and main top gallantsails out. and I have been making a cap at 11 a light breze sprang up from N. steering S by W. At 6 saw the Island of Beauchene Bearing S. W. Dist 20 miles. Set royals and F. T. Studding sail Steering S by W [redacted] Lat 53. 30 S

Thursday Sept 15 th Long 58. 55 W.

Strong Winds from N steering S by W. took in mizzen Royal and fly sails. This morning there were a number of Skags around Dit cse

Remarks aboard Ship

Tuesday Sept 15th Continued
At 5 A M wind hauled to S.W. latter part All sail and heading S by W. Clear Weather. Lat 56.16 S.
Friday Sept 16th Lon 60.50 W
A Gale from S.W with heavy snow squalls. At 4 P.M. ship under close reefed topsails heading S.S.E & M part Wore ship to W.N.W. Soon wore back again S.S.W with the Wind W. latter part heading S.S.W under reefed topsails and Squally Lat 57.26 S
Saturday Sept 17th Long 63.15 W
Begins with Strong winds from W. Ship heading S.S.W. Ship under reefed topsails and reefed Main sail. one Sail in sight M part Strong winds from W.N.W and squally. Ship heading S W by S. Ship under close reefed topsails latter part the same Lat 57.56 S
Sunday Sept 18th Long 63.05 W
Begins with strong winds from N.W. and a heavy Swell Ship heading W.S.W. one sail in sight from Mast head. M and L part strong winds from N.W. Steering W.S.W under single reefed topsails and Main top gallantsail with a very heavy Swell from W. Lat 58.24 S
Monday Sept 19th Long 66.13 W
Begins with strong winds from N.W. Steering W.N.W. M part and L part light airs from N.W. and rainy Ship heading W.S.W. Ship under ~~single~~ reefed top sails at 8 turned the reef out of the mizen topsail and set the fly sail. Charles Kessler off duty and Manuel Lat 58.48 S

"Wm Thompson" Whaling Voyage

Monday Sept 20th

Begins with light airs and a heavy Swell from N.W. Steering W.S.W. at 4 Squared in the Main yard. M. part light winds from N.E. Steering W.S.W Latter part heading S.W. and W.S.W under top sails {Lat 59.06 S Long 72.10 W

Wedensday Sept 21st

Begins with strong Winds from N.W. Steering W.S.W. Main top gallent sail set at two o clock she knocked of S.W. M part strong winds from N.W. Ship heading S.W. and W.S.W. under single reefed top sails. Latter part fresh breze from W. Ship heading S.S.W {Lat 59.39 S Long 74.12 W

Thursday Sept 22nd

Begins with a light breze from W. ship heading S.S.W at one o clock tacked ship and at 1/2 past 2 tacked ship again and took in the Royals. There has been 4 sails in sight M and Latter part strong Winds from W.N.W. heading S.W. under Short sail {Lat 60.20 S Long 75.50 W

Friday Sept 23d

Begins with a fresh gale from W.N.W. Ship heading from S.S.W to S.W. at 4 clock reefed the Courses. And we had a very heavy Snow Squall I dont thinK I ever saw such large flakes in my life M part moderate Latter part all sail out. parted a chaine plate to one of the fore top mast back stays

Saturday Sept 24th {Lat 59-22 S Long 76.09 W

Begins with Squally weather Wind S.W. at 2 P M took in the light sails at 4 P M had a very severe Squall, put the Ship under lower Main top sail and reefed foresail and Stay sails M part a gale Le part steering N.W. all sail out

Remarks on board of Ship William

Saturday Sept 24th

Manuel Joza and Edward Keeler off duty there has been some porpises around the ship but we did not catch any

Lat 57.02 S
Long 77.06 W
Dist 155 miles

Sunday Sept 25th

Begins With light Winds from W.N.W. Ship heading N. all sail out M and L part Strong Winds from N.N.E Ship heading N.W. by N under top sails

Lat 55.30 S
Long 78.00 W
Dist 95 miles

Monday Sept 26th

Begins with strong winds from N.N.E stering N.W. M part Wind Shifted to W S.W. Ship heading N.W. L part light winds from W.N.W Ship heading N.

Lat 54.02 S
Long 77.47 W

Tuesday Sept 27th

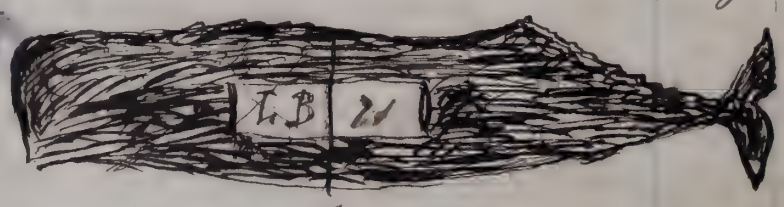
Begins with light airs from W.N.W Ship heading N. all sail out M part wind Shifted to S. Stering N.W. L part strong Winds from S. stering N.W. all sail out

Lat 51.49 S
Long 78.46 W

Wednesday Sept 28th

Begins with light Winds from S Stering N.W. M & latter part light West Winds and good weather. At sunrise saw two large Sperm Whales - lowered four boats Struck one so Ends - boats fast

Lat 50.32 S
Long 78.45 W



Lost his head

Thompson Whaling F. C. Smith Commander

Thursday Sept 29th

Light S.W. winds and good weather At 2 P.M got the Whale to the Ship - got dinner Wore Ship and hooked on and commenced cutting; hook sliped out & the piece in falling broke the long Cutting stage. took it in and hooked on again and cut till 7 P.M. then lashed and Weather good - Ship heading up W.N.W and of N.N.W got one boat slightly stove - Saw a Barque steering to the North M part Moderate Latter part rugged with a heavy Swell from S.W. At 11 A.M finished cutting - lost the head by the chain parting

Lat N 0.6 Ls
Long

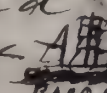
Friday Sept 30th

Begins with light winds from W.S.W with a heavy Sea. Made sail a stand by the Wind Ship heading N.W.M part Moderate. Latter part light Winds from S.W. steering N.N.W. At 7 A.M. commenced boiling, one Ship in Sight

Lat 48.28 S
Long 78.32 W

Saturday Oct 1st

Begins with light Winds from S.W. and good Weather steering N.N.W. repaird the boat that got bapnt sometime ago on the cranes all hands busy about the Ship and boiling M and Latter part light Winds from S.W. and good weather steering N.N.W. one sail in sight



Lat 46.27. S
Long 78.32. W

Sunday Oct 2nd

Begins with light winds from S.W. steering N.N.W and boiling M and Latter part light winds from N.W. steering full and by. still boiling three sails in sight

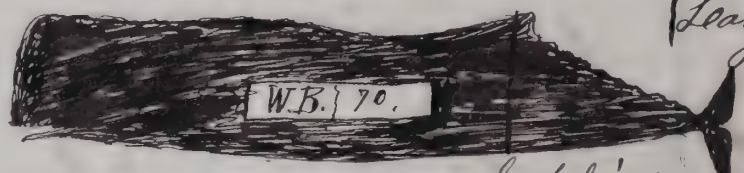
Lat 45 21 S
Long 79.10 W

Remarks on board Ship William

Monday Oct 3rd

Begins with light airs from N.W. steering N.N.E We finished boiling this afternoon at 3 o'clock I caught an Albatross and it is the largest one I ever saw M and latter part fine weather with light W winds at sunrise commenced stowing down in the main hatch having finished boiling yesterday afternoon, at 8 A.M saw a sperm whale lowered struck and killed it at noon got it to the ship.

Lat 44 38 S
Long 77. 50 W



Tuesday Oct 4th

Lost his small

Light airs and calm. Commenced cutting at 8 P.M. the piece tore off and the carcass sunk which caused a heavy strain on the head chain as the head was not entirely seperate from the carcass had a good deal of trouble in cutting as every thing seemed to go wrong - got supper at 10 P.M. after which the watch ~~was~~ put a rope around the whale hauled it up. took it in the waist which relieved the head chain considerable. M part calm. latter part fresh breezes from N.N.W. at day light hooked on to the junk and took it in. At 11 P.M. the fluke chain parted and the carcass sunk - so we lost the blubber on the small of the whole the day ends. bailing the case

Lat 44.27 S
Long 77.28 W

Wednesday Oct 5th

Begins with strong winds from N.N.W. finished bailing the case. cut up the junk and put it in a tank M & latter part a gale from N.N.W. with rain.

Lat 44.27 S
Long 78 21 W

Thompson Captain F. C. Smith.

~~Wednesday~~ Oct 6th

Moderate, Wear Ship to N.N.E. Commence boiling. Ships rolled very bad indeed - set upper main topsail. At 9 P.M. Wear Ship to M. Henry Frank off duty with a sore finger — the Capt opened it this afternoon. I was rather lazy this evening, so I employed a man to write up my Journal for me. — hope I shall feel smarter tomorrow. M part Moderate latter part light but heavy from S.E. Steering N. plenty of ~~sea water~~ birds and green water. busy boiling. saw some bin backs

Lat 44.00 S
Long. 78.00 W

Friday Oct 7th.

Begins with Strong Winds from S.E. and rainy At 4 P.M took in sail. cooled down the works M part Strong gale from S.E. latter part light winds from S.E. and good weather employed in boiling

Lat 43.28. S
Long 77.47. W

Saturday Oct 8th

Begins with light Winds from E.S.E ship heading N.E. at 4 P.M took in Main and Mizzen top gallant sails. M part light winds from N. and rainy latter part Strong winds from N. heading W.

Lat 45.05. S
Long 77.15 W

Sunday Oct 9th

Begins with a gale from N. ship heading W. at 1 P.M took in the upper topsails and fore & main close reefed the Mizzen. got done boiling at 5 o'clock. Stowed down all the oil but 2 casks already for another Whale. M part a gale from N. and close reefed topsails. latter part Moderate. ship Main top gallant sail

Lat 45.00. S
Long 76.00. W

Ship William Thompson cruising on

Monday Oct 10th

Begins with a heavy squall from W.N.W Ship heading N. after that light Winds from N.W. Ship heading N.E. with rain. At 5 PM wore Ship to W. M part a gale from S.S.W with rain & part strong wind from S S W Steering N. Ship under top sails, broke out and got some Bef.

Tuesday Oct 11th

Lat 42.10.S
Long 74.50 W

Begins with a fresh breze from S.S. W. ship under main top gallant sail one sail in sight M and latter part light winds from S.W. steering N.N.E and pleasant weather saw one big back

Wednesday Oct 12th

Lat 41 07 S
Long 70. 32 W

Begins with light winds from S.W. and pleasant Weather steering S.S.E. nothing in sight. black Smith has been fixing the flake Chain M and latter part fresh breges from S. Ship heading E.N.E. saw a hump back at 12 A M tacked Ship. Saw the land

Lat 41 39 S
Long 74 46 W

Thursday Oct 13th

Begins with strong winds from S. Ship heading N S.W. saw 4 or 5 hump backs and pin backs to day I fell down stairs but it did not hurt me M and latter part strong winds from S Ship heading E.S.E Watch hung saw some hump backs and pin backs

Lat 41.56 S
Long 75.07 W

Friday Oct 14th

Begins with a fresh breze from S. ~~Ship heading~~ at 4 P M tacked Ship. to N.S.W Saw the land saw some hump backs M part wind headed to W N W. steering S S W, to S.W, under reefed top sails saw a Healthy Bargue

Lat No Obs
Long

Chile in command of F. C. Smith 1864

Saturday Oct 15th

Begins with a gale from N N W with rain — At 1 P M as man fell overboard gave him a rope which he held onto till a boat was lowed for his rescue — cut away the life buoy which was lost as it was to rugged to send a boat for them — We were all rejoiced to see the poor fellow onboard again — he was a native Portuguese and his getting overboard was caused altogether by his carlessness — at 5 P M Moderate winds from W S W ship heading S. at 6 wore ship M and Latter part with rain N. W. Strong Winds from W. S. W. Ship heading S on the starboard tack and N. W. on the port tack

Lat 42.39 S
Long 76.00

Sunday Oct 16th

Begins with fresh breezes from S.W. and rainy ship heading S. S. E Watch busy knotting rope yarns to make Spunyarn M and Latter part light breezes from S W Ship Heading Sa fin barks are sail in sight

Lat 41.08 S
Long 75.20 W

Monday Oct 17th

Begins with light winds from S. ship heading W. S. W. Spoke Bayne Cleone New Bedford Capt Lance. got 100 Sperm and 80 Whale. one of the Boatsteers gave me 4 teeth. I had a good time and I saw Mr Owen Tilton and Mr Rodgers of North Shore M and Latter part light winds from S.W. ship heading from W to W. N. W. Watch busy Breaking out water and Bark sinuk fixing the mi

Lat 41.08 S

Ship William Thompson Cruising on

Tuesday Oct 18th

Begins with light winds from W.S.W and good weather. At 4 P M tacked Ship to S.E. We are 115 days out to day M. part light winds from W.S.W and cloudy Latter part the same and buggy

Lat 41.42 S
Long 77.00 W

Wednesday Oct 19

Begins with fresh winds from W.S.W at 12 A M tacked Ship to S. Saw a School of Black fish but did not lower M and latter part fresh breezes from N.W. Ship heading W.S.W. Watch busy making Biscuit

Lat 43.11 S
Long 77.40 W

Thursday Oct 20th

Begins with a gale from S.W. And squally Ship heading S.S.E. At 5 P M tacked Ship to W.N.W M part a gale S.W. Ship heading S.S.E latter part light winds from S Ship heading W.S.W all sail out

Lat 43.03 S
Long 78.22 W

Friday Oct 21st

Begins with light winds from S.S.W ship heading W. at one o clock saw a School of Black fish lowered but did not get any M and latter part light winds from W.N.W and good weather Ship heading S.W. all sail out Mr Smith got the Bomb Lances and guns out to day and fixed them

Lat. 42.45 S
Long 79.02 W

Saturday Oct 22nd

Begins with strong winds from N.W. with good weather Ship heading W.S.W. at 4 P M took in the light sails at 4 o clock

Lizzie S Mayhew Edgartown Mass

While in command of F. C. Smith 1864

Continued

heading W. Lattter part a gale from S. Ship heading W. S. W. Ship under close reefed top sails

Lat 43 0 S
Long 80. 18 W

Sunday Oct 23d

Begins with a gale from S. Ship heading W by S under close reefed top sails and foresail and stay sails. M part strong winds from S. S. W. Latter part light winds from S. W. Ship heading W. N. W. all sail. Saw several fin backs and one sail

Lat 42.35 S
Long 81. 60 W

Monday Oct 24th

Begins with light breezes W. N. W and good weather. M part light winds from N. W. and good weather Ship heading W. N. W & latter part fresh breezes from S. W. steering W. E by N all hands making brooms.

Lat 41.37.S
Long 81.24. W

Tuesday Oct 25th

Begins with strong winds from S. W. and good weather Steering E. Ship under Main top gallant sail. this afternoon I sheathed my pants M and L part light winds from W. S. W. steering E and good weather

Lat 42.36.S
Long 78.58 W

Wednesday Oct 26th

Begins with light winds from W. N. W. and good weather steering E. N. E M part light winds from N Ship heading E N E latter part light from S. S. E Ship heading E all sail out. last night lat 42.31.S

Ship William Thompson cruising

Thursday Oct 27th

Begins with light breezes from S. Ship heading E. S.E. this afternoon I made me a tool box. It is done very well for me. M. and L. part Strong Winds from N. and rain Ship heading W.N.W

Lat 43.36 S
Long 75.50 W

Friday Oct 28th

Begins with fresh breezes from W.S.W and good weather cruising. Saw Sance fin backs. The water is green and plenty of birds one man of duty and one boatsteer. M. part Moderate, latter part fresh winds from W N.W. cruising. Stood in towards the land and did not see it on account of the weather being hazy. At 12 oclock Wore around and stered off. Saw plenty of fin backs and hump backs

Lat 43.22 S
Long 75.25 W

Saturday Oct 29th

Begins with strong Winds from N.N.W Ship heading W. Ship under close reefed Mizzen topsail and Whole bow and Main M part Strong Winds from N by W cruising. latter part fresh breezes from W.S.W steering E by S. Muddy Water thousands of birds of all kinds and plenty of fin and hump backs

Lat 43.10 S
Long 75.43 W

Sunday Oct 30th

Begins with light Winds from W.N.W. Cruising at 5 oclock saw the land and hauled on the wind saw a school of black fish going to the windward fast. M and L part light winds from W.N.W. to N.N.W. Ship heading [illegible]

off Chile Commanded by F. C. Smith

Monday Oct 31st

Begins with light winds from N.N.W. Steering S.S.W. I went up to mast head and stayed two hours and a half. and I saw plenty of Fin backs. M and Latter part strong winds from N. steering S.S.W. Lat 44 46 S Long 76. 40 W

Tuesday Nov 1st

Begins with Strong Winds from N. at 4 P.M. luffed to the wind ship heading W by S. reefed Main topsail. M part light breezes from N steering full and by. I made a lance sheath for Runcicle this forenoon Lat 44-43 S Long 78-33 W

Wednesday Nov 2nd

Begins with light airs and Calm with rain few birds and Muddy water. M part a gale from S W. Latter part Strong gale from N. N W. Ship under close reefed topsails and foresail. it has rained all day. Lat 44 33 S Long 78 04 W

Thursday Nov 3rd

Begins with a gale from N. N W. Ship heading W. Saw few finbacks. I have been tapping my Boots today. M part Strong breezes from W. N W. Latter part light wind from S.S W. Steering ~~full and by~~ N.E. Lat 45.18 Long 78 33

Friday Nov 4th

Begins with light breezes from W. S W. at 1½ oclock Saw a Sail run down to her and it was Ship Gypsy We Spoke her the Captain come on board of us and Mr Smith and I went on board of there I had a good time the 3 mate give me two goat Skins and the Stewart gave me a young Kid Stuffed

Ship William Thompson Cruising off

M and L part light winds from S.W.
Steering by the wind, two sails in sight

Lat 45.25 S.
Long 76.43. W.

Saturday Nov 5th

Begins with strong winds from S. and good weather At 8 o'clock saw Right Whales hove to and lowered away but did not get any. It being so rough we hoisted the flag and the boats come on board saw plenty of finbacks. and saw something breaching. M and L part good weather stood close into the land saw no whales 5 ships in sight. At 11 a M saw the Island of Socorro.

Lat 45.13 S
Long 24 42 W

Sunday Nov 6th

Begins with good weather. Spoke Ship Niger. Alley N B 42 months 200 Sperm. Late Capt Allen of the Niger died some time ago. Also spoke Bague Gipsy. Robinson N B 1600 BBls Cr Whale this season Right. Bargue Benj Cummings Briggs W.P. 5 years out 800 bbls Several other Barques in sight. We have not seen any Whale to day. There has been several seen however by some of the Vessels. M part light winds from W. L part strong winds from N.W. Ship heading W. Ship under whole topsails.

Lat 44.44 S
Long 76 22 W

Monday Nov 7th

Begins with strong winds from N.N.W. Cruising the Bague Gipsy is off our lee quarter. M and L part light winds from N.N.W. with thick fog and rain this morning We scrubbed the ship inside

Lat No Obs
Long

April 24th 1875 Had a Snow Storm

Chile F. C. Smith Commander 1864

Tuesday Nov 8th

Begins with light airs and calm Ship heading S.W. by S. With a thick fog and rain nothing in sight. M part light winds from S. & W. Steering full and by Latter part the same Saw 2 Right whales. [illegible] lowered but did not get him then again about 12 oclock saw another whale close to the Ship we thought it was a Right whale but we did not see at again

Lat 44-43 S
Long 77-46 W

Wednesday Nov 9th

Begins with a Calm Watch boy making scrub brooms. M part fresh winds from N.W. Latter part Strong winds from S.W. steering N. & N. Saw a bargue she run across our bows We ran to speak her but we did not

Lat 44.19 S
Long 78.14 W

Thursday Nov 10th

Begins with fresh breezes from S.W. steering N. at 8 oclock Sawed off the ends of the crojjet yard. M and Latter part fresh breezes from S.W. Saw 4 ships at 1½ P.M. tacked Ship and steered by the wind

Lat 44-58 S
Long 74-00 W

Friday Nov 11th

Begins with fresh breezes from S.W. Steering by the wind. at 4 oclock tacked Ship Craising this afternoon Fathey made a stamp of a whales flukes. M part calm & part light winds from W. & N. & Sails in sight and so of them boiling Saw the Islander chase a whale. and Fathey Saw a hump back turn flukes

Lat 45 11 S
Long 76.00 W

Ship William Thompson Cruising

Saturday Nov 12th

Begins with strong winds from W.S.W. Cruising saw a ship boiling and saw a Ship chase a whale. M part fresh breezes from W. S. W. with drizly weather. Saw a Right whale going quick bowed but did not get a chance to strike him a number of Ships in sight one of them boiling

Lat 45.10 S
Long 95.00 W

Sunday Nov 13th

Begins with fresh west winds - plenty of finbacks. Spoke Barque Benj Cummings 1200 bbls the 4th mate gave me a pair of whales teeth and two bodkins and the Cabin boy gave me a pair of needles M and E part strong winds from W. S W. with rough weather at noon heading S. Wind increasing saw ten finbacks

Lat 44-42 S
Long 76-09 W

Monday Nov 14th

Strong winds from W by S. Ship by the wind under Short sail a heavy Swell from W. M part strong gales from W. N W. Ship heading S. S W. to S W. by S Latter part the Same with fog and rain.

DR. 40-10
Long DR - 05 W

Tuesday Nov 15th

Begins with strong gales from W. with rain Ship heading from S by W. to S. S W. at 4 P. M. Wore Ship to N W. Ship under single reefed topsails. M and E part a strong gale from W. S W. with fog and rain Ship under single reefed topsails

Lat 44-57 S
Long 77-17 W

25
24
150

on Chile F. C. Smith Commander 1864

Wednesday Nov 16th

Begins with a Strong breze from W. S. W. with rain and fog Ship heading N. W. M and latter part fresh brezes from W. N. W. and thick weather Ship heading N. Cooper is making a Rudder for Ramside. and I made a cap for the Red headed Portuguese Sawon Sail

Lat 43.53 D R
Long 27.20 D R

Thursday Nov 17th

Begins with a Stong wind from W. N. W. Ship heading S. W. with thick weather nothing in sight all hands busy breaking out. M and latter part Stong winds from W. N. W. with rain Ship heading right away from the tiller.

Lat 44.20 S
Long 28-20 W

Friday Nov 18th

Begins with a calm and a heavy Swell Ship heading S. W. the 4th mate Mr Stevens is making a whales tooth for me. M part a gale with rain & part the gale broke up and the wind shifted to S. S. E. to day we caught 2 porpoises those are the first we have caught since we left New Bedford

No Obs

Saturday Nov 19th

Begins with fresh winds from S. S. E. and good weather. Saw a Sail and a School of Blackfish. M part fresh brezes from S. Spoke Barque Cleone Capt Lance 6 mts out 350 bbls. latter part light winds from N. W. cruising. Saw 2 Sails. to day I have got a sore back.

Lat 44-18 S
Long 78-05 W

Ship William Thompson Cruising

Sunday Nov 20th

Begins with light winds W. N W. cruising nothing in sight. watch busy boiling porpoises blubber M and L part light winds from W. S W. steering N E. by E. Ship under top gallantsails saw few finbacks and 2 or 3 Schools of Porpoises

Lat 44-21 S
Long 78-02 W

Monday Nov 21st

Begins with light winds from S S W. steering N W. by W. Ship under top gallant sails. M and latter part light winds from S S W. cruising. Saw an English bargue and some finbacks

Lat 43. 44 S
Long 78. 44 W

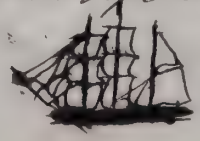
Tuesday Nov 22nd

Begins with fresh winds from S. S W. and good weather steering by the wind. M and latter part fresh winds from W. to N W cruising. no whales plenty of birds

Lat 44.30 S
Long 77.30 W

Wednesday Nov 23d

Begins with strong winds from N W. Spoke bargue "Gypsy" had taken one Right whale since we saw her last. (2 this season) at night put the ship under short sail — blowing on a gale. M part a gale from W. N W. with rain latter part a gale from W. Ship heading S. S W. under lower topsails and foresail "Gypsy" in "Co



Lat 45 05
Long 77-28

on Chile F. C. Smith Commander 1844

Thursday Nov 24th

Begins with a heavy gale from S W. with heavy squalls. At 4 P M wore Ship heading N W. by W. under lower topsails and Spencer — furled the foresail Gypsy in Co & M part no change worthy of mention. Latter part moderate — made easy sail — No Whales. "Gypsy" in Company. Lat 44.23 S. Long 77.32 W.

Friday Nov 25th.

Commences with strong N W winds and rugged weather, spoke "Gypsy" and went aboard of her, with Mr Kind and indulgent Father, where I spent a very pleasant afternoon, Capt Robinson has a very fine large Dog that I wanted very much, but would not ask him for it as I thought he would not like to part with it. After spending the afternoon and taking "T" we returned to our good old ship again. After getting onboard, I made a fire in the Cabin — had a gam with the boys on deck and have now come down to retire for the night. My Dear Mother, Sister, and Brothers, how I long to see them, I hope and pray that they are in good health. God Bless them, and in due season, unite us all again at our happy home. M part fresh winds from N. N W. and good weather. So part calm with rain at 11 the wind hauled to the W. Saw one sail

{Lat No Obs

Ship William Thompson Whaling

Saturday Nov 26th

Begins with strong winds from S.S.W. at ½ past 3 raised a sail we kept off and run down to her it was the Gypsy. M and L part strong winds from S.W. Ship under close reefed main top-sail and stay sails. Saw 3 sails

Lat 43.44 S
Long 79.20 W

Sunday Nov 27th

Begins with fresh winds from W.S.W. Steering S.S.E. Watch busy doing nothing. Saw 3 Merchant men one of them were a large one this afternoon the bowsprit is right ahead and the Rudder is right a stern. M and L part fresh breze from N.W. Steering S.S.E. Ship under double reefed topsails at 10 hauled up the foresail and lufted to the wind.

Lat 44.55 S
Long 79-20 W

Monday Nov 28th

Begins with strong winds from N.W. and thick weather ship under double reefed top-sails. Saw a finback and a grampus. M part moderating with fog L part fresh breezes from N.W. with good Weather

Lat 45.40 S
Long 79-47 W

Tuesday Nov 29th

Begins with light winds from N.W. saw a Right whale chased it untill dark but did not get fast. M part light breezes from N.W. L part fresh winds from N.W. nothing in sight

Lat 45-23 S
Long 79-10 W

off Chile. F. C. Smith Commander 1864

Wednesday Nov 30 the
Begins with fresh winds from W. With good weather Ship under single reefed topsails, at 4 PM more Ship to the N W. M part fresh breezes from W. N W. Ship under Main top gallant sail. S part the same with good weather I lost one of my stockings off of my leg to day

Lat 44.24 S
Long 78-17

Thursday Dec 1st
Begins with light winds from N W W. Cruising, at 4 PM saw an English Barque and Signalized with her. M and S part light airs from W cruising nothing in Sight

Lat 43.28 South
Long 78 58 West

Friday Dec 2nd
Begins with light winds from W Steering N by W at 4 PM Father Mr Smith and the rest of the officers and I and I Weighed 10 3/4 and Father weighed 19½. M and S part light winds from W. Ship under top gallant sails.

Lat 44.13 South
Long 78.43 West

Saturday Dec 3d
Begins with light breezes from W Steering S E. All sail but M & S part strong winds from W with Squalls Ship under close reefed topsails and bonsail. At 4 A M more Ship to W. N. W.

No Obs
Lat
Long

Ship William Thompson Whaling

Sunday Dec 4th

Begins with a gale from W. with rain Ship under close reefed top sails. M part Strong winds from W. to W.S.W. Ship under lower top sails S part the same At 12 P.M tacked Ship to S.S.W.

Lat 44 38 S
Long 18 31 W

Monday Dec 5th

Begins with Strong Winds from W. with rain Ship heading S.S.W. M and S part Strong winds from W. Ship heading S.S.W.

Lat 45 38 S
Long 20 6 W

Tuesday Dec 6th

Begins with strong winds from W by N with Squalls Ship under closedreefed top sails at 1 P.M took in foresail. M and S part strong winds from W to W.S.W. with a heavy swell

Lat 45.10 S
Long 8-45 W

Wednesday Dec 7th

Begins with Strong Winds from W with heavy Squalls Ship heading from W to N.W. At 4 P.M took in Spanker mainsail and jib. M and S part strong winds from W.S.W. Ship under double reefed topsails at 1/2 past 4 more ship saw a sail

Lat 44.34.
Long 7-45

on Chile F. C. Smith commander
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Thursday Dec 8th

Begins with fresh Winds from West & W, at 4 o'clock mudown to to a sail it was the Gypsy we went on board and got Some papers as late as Sept 30 to Oct 15 Me part Strong winds from W & W. Ship heading S W. latter part Strong Winds from W. & W. Ship heading S W. under double reefed top sails foresail and Stay sail

Lat 44.44
Long 78.22

Friday Dec 9th

Begins with fresh breezes from W. Steering N E. Gypsy in Company saw one finback at 4 P M tuft to N. W. E. At ½ part 6 spoke the "Gypsy" M and L part Strong Winds from S W, Steering by the Wind. Ship under Closed reefed topsails and Stay sail Gypsy in Company

Lat 44.23 S.
Long 78.49 W.

Saturday Dec 10th

Begins with fresh breezes from S W. Steering E. 2 Sails in sight at 5 o'clock spoke the "Gypsy" M and L part Strong winds from W & W Ship under lower topsails.

Lat 43.58 S
Long 78.45 W.

Sunday Dec 11th

Begins with fresh Winds from W & W "Gypsy" in Company. M and L part Moderate winds from W & S Gypsy in Company.

Lat 43.38 P. S
Long 78.40

Ship William Thompson

Monday Dec 12

Begins with fresh breezes from W.N.W. Ship heading S.W. M. ... & part strong winds from W "Gypsy" in Company. {Lat 44.23. S Long 80.28. W

Tuesday Dec 13th

Begins with strong winds from S.W. at 4 P.M. spoke the "Gypsy" Ship heading W.N.W. M part a gale & part set double reefed top sails {Lat 45 07 S Long 80.54. W

Wednesday Dec 14

Begins with strong winds from S.W. "Gypsy" in Company. M & part strong gales from W. Ship cruising. {Lat No Obs

Thursday Dec 15th

Begins with a gale from W. at 4 P.M. ... Ship to N.W. Gypsy in Company. M and latter part moderate. 2 Sails in sight. {No Obs

Friday Dec 16th

Begins with moderate breezes from N. at dark shortened sail. Saw some porpoises caught one. M part the same latter part light winds from W.S.W. 2 Sails in sight. {Lat 44.11 S Long 84.58 W

Cruising on Chile F. C. Smith
Commander

Saturday Dec 17th
Begins with light winds from W.S.W. at 2 P.M. struck 3 porpoises and lost them. at 4 o'clock saw plenty of whale fud and a finback. M. part light winds from W.N.W. latter part the same

Lat 43.31 S
Long 76 W

Sunday Dec 18th
Begins with fresh winds from W.N.W. Ship sunday single reefed topsails. M. & part fresh breezes from W.S.W. steering E by S.

Lat 44.58 S
Long 82.13 W

Monday Dec 19th
Begins with fresh winds from W.S.W. steering N.N.E. struck one porpoise and lost it. M. & part strong winds from W. steering E.S.E.

Lat 44.42 S
Long 80-02 W

Tuesday Dec 20th
Begins with fresh winds from W. steering N.N.E. Saw 2 sails and an finback. to day I am not very well. M. & part strong winds from W. I sail in light

Lat 45.06 S
Long 80.25 W

Wednesday Dec 21st
Begins with fresh breezes from W. At 8 o'clock Wore ship and spoke the Bng Cummings Briggs. I went on board and got a clog and a pair of mittens and Mr Smith took them and when he was coming up the steps he dropped them overboard. M. & L. part moderate gale from N.W. steering S.S.E. Saw fine fin backs.

N. 6 bs

Ship William Thompson Cruising

Thursday Dec 22nd

Begins with a gale from W.N.W. heading S.W. thick fog and some rain. 3 men off duty. M part Strong winds from S.W. L part light winds.

Lat 46 38 S
Long 81 27 W

Friday Dec 23d

Begins with light breezes from W.N.W. Ship heading N. this afternoon I opened my strawberries and they were first rate. M & Latter part a gale from W.N.W. Ship under double reefed topsails.

No Obs.

Saturday D 24th

Begins with Strong winds from W.N.W. with thick fog at 4 P.M. wore Ship to the North, set the jib & Spanker. M & L part light winds & foggy.

Lat 46,50 S
Long 81,20 W

Sunday Dec 25th

Begins with light winds from W.N.W. with fine weather. Saw one finback also some black fish. Barque Benj Cummings in Company. M part calm latter part fresh breezes from N. Ship heading W.N.W. thick fog.

Lat Long No Obs

Monday Dec 26th

Begins with Strong winds from N.W. heading N.S.W. with a thick fog. Benj Cumming in Company. M part Strong winds from N.W. L part light winds from N.W. At 4 o'clock A.M. a man fell from fore topsail yard and was rescued by putting rope around him and hauling him inboard. No Obs.

off Chile F. C. Smith commander
A D 1862

Tuesday Dec 27th
Begins with fresh winds from N. N. W. and a thick fog. M. part strong winds from N. W. latter part a gale from S. W. steering N. W. saw some killers. Lat Long No Obs

Wednesday Dec 28th
Begins with a fresh gale from S. W. steering N. W. by N. At 4 P M took in fore and main topsails and jib and then stood full and by. saw 2 Sulphur Bottoms. M & L part a gale from W. S. W. Ship under closereefed topsails. Lat Long No Obs

Thursday Dec 29th
Begins with a gale from W. S. W. Ship heading N. W. saw some Right Whale. porpoises. M & latter part Moderate saw 2 finbacks. Lat 43.19 South Long 85.07 West

Friday Dec 30th
Begins with fresh breezes from S. S. W. with a heavy swell. At 2 o'clock Wore Ship. to day the Cooper has been cutting a new run Settle. M & latter light winds from W. N. W. Ship heading S. W. At 12 A M tacked Ship.

Saturday Dec 31th
Begins with light breezes from S. E. saw plenty of Whale bird and bi[illegible] backs. At 4 P M sent down the upper Main and lower fore topsails. and sent up old ones. to day we shifted the table so that six Eat at the first time M & L part moderate Lat 43.28 South Long 85.38 West

Ship William Thompson Cruising

Sunday Jan 1st 1865
Begins with light winds from N.W. Steering S. this afternoon we put a pump into the Water tank. M & Latter part fresh breezes from N.W. with fog & rain saw some finbacks Lat No Obs

Monday Jan 2d
Begins with a calm and foggy saw a finback and Grampuses. M & Latter part light winds from S.W with fog Steering N.N.E. Lat 45-08 S
Long 84.18 W

Tuesday Jan 3d
Begins with light winds from S.W. Steering N.N.W. M & L part light winds from S.W. Steering E.N.E.
Lat 44.14 S
Long 88.00 W

Wednesday Jan 4th
Begins with light winds from S.W. Steering N.N.E. No Whales to be seen. M & part light airs from W.N.W. Steering N.N.E. Latter part fresh breezes from N.N.W. Steering E by N.
Lat 48-00 S
Long 88.13 W

Thursday Jan 5th
Begins with fresh breezes from N.N.E. steering S.E. by E. Saw a school of black fish lowered but did not get a chance at them. M & Latter light winds from W. with some fog and good weather Caught 2 fish
Lat [illegible]
Long [illegible]

Off Chile F. C. Smith Commander 1864

Friday Jan 6th

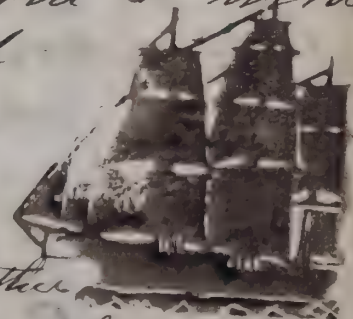
Begins with light Winds from W.S.W. Steering N.N.E. M & L part light airs from N. Steering E.N.E. Lat 44.58 South Long 80-38 West

Saturday Jan 7th

Begins with Slight Winds from W.N.W. Steering N.E. Saw an English Merchant man steering to the N and saw some Blackfish & porpoises & finbacks. M & L part fresh breezes from W.N.W. steering N.E. caught 2 porpoises Saw a Sail run down to her and got about 3 miles from her then it was calm We lowered a boat and went to her and it was the Spirit of the Morning of Liverpool 105 days from Sunderland. Lat 44-41 South Long 78-38 West

Sunday Jan 8th

Begins with light airs from N. Steering full & by West on board of the Spirit of the Morning & put some letters onboard and he gave us some Onions. M & L part strong winds from N with fog & rain Saw a school of porpoises. Lat Long No Obs.



Monday Jan 9th

Begins with Strong Winds from W.S.W. With good weather Steering E. at 4 o'clock saw a Merchantship Steering to the N & W at ½ past 4 o'clock hauled to the Wind M & L part Strong winds from W.S.W. Steering E. Caught one porpoise.

Lat 44-46 South Long 7[illegible] West

S. but Long

Ship William Thompson cruising

Tuesday Jan 10th

Begins with fresh Winds from W & N at 2 oclock raised a sail run down to her and it was the Benj Cummings and spoke her. and saw 8 more Ships M & L part strong Winds from W & W with Squalls and 6 Sails in sight and the Island of Socoa in sight

Lat 44.8 S
Long No Obs

Wednesday Jan 11th

Begins with Strong Winds from W 6 Sails in sight one of them a Merchant man. M and latter part fresh breezes from the W. saw Ships in sight, Islands of Nantucket took a Humpback. Socoa Island Lat 44 46 S. E dist 25 miles — Long 75-37 W.

Thursday Jan 12th

Fresh breezes from the NW. with good whale weather, spoke the following named Ships. viz. "Gypsy" Robinson. "Mary & Susan" "Chase" Luce. "Mrs Gifford" Fisher. also Sappho and Islands in sight, I was very much grieved to hear of the Death of a Dear little brother, saw his death in a New Bedford paper — Dear little babe, I shall not see his Dear sweet little face any more in this world but I pray God that I may so live that when I too am called to leave this world I may meet his Angel spirit with Dear sweet Sister Tina in Heaven, where parting and sorrow will be no more — M & L part light Winds from W. chased humpbacks but did not get any.

Lat No Obs
Long

Steamship "Mediator" Bound to New York. Off the South Shore of Chile F. C. Smith Commander

Friday Jan 13th

Begins with light winds from W with fog. Spoke the Islander: Cash Sappho: Coffin Mary & Susan Howland Benj Cummings. Briggs. I went on board of the Islander & Sappho & I can find Dexter he gave me 4 whales teeth M & S part light winds from N N W cruising 8 sails in sight. No. Obs.

Saturday Jan 14th

Begins with light winds from N N W spoke the "Gypsy" While I was on board of her our boats lowered for humpback went down, struck him, he stove the 3d mate he hurt his side broke the boatsters arm and hurt the rest in the boat but one. turned him up and got him along side at 8 o'clock put the fluke chain on him and a belly rope and going to leave him until morning.

M & S part strong winds from S. Cut in the Whale. No Obs.

Sunday Jan 15th

Begins with strong winds from S. 8 Sails in sight and the Island of Sonsonn in sight [redacted] M & S part Strong winds from S.S.E. Saw 8 Sails 5 of them Gamming. No. Obs. Sat Long

Ship William Thompson Cruising

Monday Jan 16th

Begins with Strong Winds from S.S.E. Steering N. Spoke the Gypsy & Benj Cummings. Island of Socoro in sight also the Main land. M & L part Strong gale from S. steering N by W one sail in sight. Lat 13.50 S Long 15. 13 W

Tuesday Jan 17th

Begins with Strong gale from S. with the Island of Henafo in sight. Saw a School of Blackfish. M & Latter part weather about the same. At 10 A M. Kept off and run down the North side of "Henafo" Island. One sail in sight. At Noon off the North cape, dist 2 miles. Steering for Port Low. At 8

Wednesday Jan 18th.

Strong W. S.W. winds, & fine weather. At 3 P.M. Anchored at Port Low in 15 fathoms water; furled the sails and got supper — Sat an officer watch. M & L part calm Went on shore a gunning killed 34. & While we were gone they commenced trying out the Humpback. & got 20 or 5 boats loads of Wood.

Thursday Jan 19th

Begins with Light Winds from S. At 3 P M the Gypsy arrived. Capt Robinson Father & I went a gunning got 5. at 4 P M Schr Viola of New London came in here Sealing M & L part calm. Went on shore after groohogs got 1/2 a bucket full & Capt R. killed 5 ducks & a Curlew.

off Chile 1865

Friday Jan 20th
Begins with light air from S.S.W. finished trying out the whale. at ½ past 8 Capt Robinson Father & Mr Pease went a gunning & got 21 Geese & 8 Sea Otters. M & L past light winds from W.S.W all hands at work on wood.

Saturday Jan 21st
Begins with light winds from W.S.W at ½ past 12 P.M Father Capt. Robinson and Mr Pease went after otters Capt R got one and Father got none. & they got 31 Geese. M & L past light winds from W.S.W. all hands at Work on Wood.

Sunday Jan 22d
Begins with light winds from W.S.W part of the men getting water & part getting Wood. The remainder of the day the weather fine.

Monday Jan 23.
Fine weather and strong south winds. Foggy outside. Men returned from shore where they had been on liberty M & L past fresh breezes from W.S.W. at 2 A.M Charles E Keler deserted.

Tuesday Jan 24th
Begins with light winds from W.S.W. all hands at Work getting Wood & Water at 12 P.M The Bartter cut his foot. M & L past light winds from W.S.W. All hands at work on wood.

Ship William Thompson lying

Wednesday Jan 26th
Begins with light W & N winds finished getting Wood expect to leave to morrow at 8 P M Shot an otter. M & L part a gale from W.

Thursday Jan 27th
Begins with a gale from W. M & L part a gale from N. N W. with raine.

Friday Jan 28th
Begins with a gale from N. N W at ½ past 8 let go both anchors. M & L light winds from S & W. took on anchor towed the Ship ¼ a mile there let go anchor again

Saturday Jan 29th
Begins with light S & W. Winds M & L part light winds from S & calm at 8 o'clock took anchor and stand out of the harbor. At 6 A M died Duke Johnson seaman. Of b. q. ty John Jay arm broken Thomas Chapman sick Ben Bedow blind James Boyle hurt inwardly Alanson Bartlett foot cut Wm Perer foot cut.

Sunday Jan 30th
Begins with light W. & W. winds at 6 o'clock consigned the remains of Duke Johnson to the deep at sunset the Island of Henapo bore S. distance 8 miles, M & L part light winds from S & calm S tending N N W. Lat 42-43 S

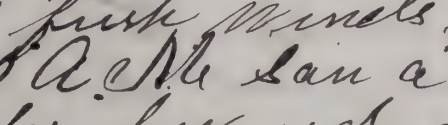
Long

in Port Sow 1865:

Monday Jan 30th

Begins with light winds from S. Steering N.N.W. at 2 P.M lowered for humpbacks but could not get past, at 3 oclock spoke the Gypsy M & L past fresh winds from S. Steering N.N.W at 10 A.M. saw a school of large Spurm Whales lowered and got one, also the "Gypsy" Antone Mitchell got the line around his leg which cut it some North end of Chiloe in Sight Gypsy in company. Lat Long

L.B BW No 4



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Tuesday Jan 31st

Begins with good weather got the Whale to the Ship at 5 P.M commenced cutting got in the body & Jaw at 8 oclock got supper all hands went to bed but the Captain Who stood a watch Gypsy in Sight think she is a cutting. M & L past strong winds from S. at 6 oclock hook on the junk & case took in the junk & at 12 oclock finished hoiling the case, at 10 oclock spoke the Gypsy: Lat 40-48 S Long 80 Obs

Wednesday Feb 1st

Begins with strong winds from S. Steering N by W at 5 P.M commenced to cut up the junk finished at 8 oclock and then got supper M past a gale from S. commenced boiling & past the Same. Lat 34.30 S

Ship Wm Thompson

Thursday Feby 2d

Begins with strong winds from S. Steering N. N.W. all hands employed in cutting up horse pieces & boiling. M & L part the same died at 10 o'clock A.M. Thomas Chapman and soon coigned his remains to the deep.

Lat 38.29 S

Friday Feb 3d Long 4.80 W.

Begins with strong winds from S.S.E. with a heavy swell still boiling this afternoon we took the teeth out of the jaw. M & L part a gale from S.S.E. Steering by the wind employed in boiling at 10 A.M made the Island of mocha

and at 4 PM let go anchor just before we let go our anchor the Wm Gifford took her " and started for Talcahgeana

Lat Long No 5 Obs

Saturday Feb 4th

Begins with a gale from S.S.E. at 8 o'clock Capt Robinson came on board and took supper with us. Still boiling M & L part strong winds from S.S.E. at 2 o'clock went on shore bought a bullock and killed it & got some potatoes and sent them on board. then we went up to the Governors house to dinner then he let me take his horse and I had a good ride. at Lat 38

Day Bound for Honolulu 1865

Sunday Feb 5th ~~Day of Day~~
Begins with a gale from S.S.E. at 2 oclock
P.M the Almira arrived at Mocha
d at 3 oclock came on shore and
2 oclock came on board of the Ship
d got Supper. M & L part calm. Ma
th Mr Bartlett & I went on board of
Almira & Stayed there all day I had
first rate time.

Monday Feb 6th
Begins with a calm went on board of the
psy and then came on board of my
own Ship. M & L part calm with fog
2 oclock went on shore got a horse
rode all day. Capt Osborn & Mr Pease
e a gunning & got 100 Pigeons.

Tuesday
~~Monday~~ Feb 7th
Begins with a calm & thick fog
& part a calm with fog went
shore as usual and got some mil
eas. Wednesday
~~Tuesday~~ Feb 8th
Begins with babling winds at 6
lock came on board. M & L part calm
at 8 oclock went on shore brought off
14 Hogs 1 bullock & 2 cask of Potatoes.

Thursday Feb 9th
Begins with light winds from S.
M & L part light winds from S. at 3 A M
went on shore got a bullock & killed it.

Ship William Thompson lea

Friday Feb 10th

Begins with fresh winds from S. at
o'clock took the anchor & started f
Talcahuana. M & L past light a
from S. Steering N.W. Lat 37 S
Long 74.

Saturday Feb 11th

Begins with light winds fro
S. Steering N.W. by N. all hand
Work on Potatoes. Saw finbac
blackfish. M & L past fresh breze
from S steering E by N. Lat 37.16
Long 74.09

Sunday Feb 12th

Begins with a gale from S steering di
-ent courses at ½ past 8 made the Islan
of St. Maria. Saw some porpoises
M & L pas
a gale from S. Lat 37.0

Monday Feb 13th

Begins with a gale from S steering
the wind at ½ past 8 reached Talca
& let go the anchor.

Mocha Feb 19th 1865

Sunday Feb 18th 1865

At 3 45 P.M, took anchor & stuck out of the bay with a strong wind from S. At 5 outside the heads with all sail out, So we go from Tolbahuan M & L part strong gale from S. steering N.N.by.W all sail out at 6 o'clock killed the Kalloc

Lat 33. 42. Sou
Long 74. 40. West

Monday Feb 20th

Begins with a gale from S. steering N.W. by W. With good Weather. At one o'clock P.M. Saw a large sperm whale going to the Windward junk lowered but could not get fast. also saw Sulphurbottoms & finbacks. M & L part fresh Winds from S. Steering N.W. by W. employed in fitting Studding sails & repairing jib.

Lat 31. 25. South
Long 76. 12. West

Tuesday Feb 21st

Begins with fresh Winds from S. Steering N.W by W all sail out. M & L part fresh breezes from S. Steering N.W. by W. all sail out employed in mending sails, also the Mincing machine.

Lat 28 57 South
Long 78 20 West
Dist Run 185
Crs N.W 3/4 N

Feb 22d

~~Wednesday~~ Wednesday

Begins with fresh winds from S. Steering W.N.W. Saw finbacks, M & L part fresh winds from S.E, steering N.W.by.W, all sail out. employed in fitting Sails.

Lat 27 05 South
Long 80 43 West

Thursday Feb 23d

Begins with fresh breezes from S.E. Steering N.W. by W. one sail in sight. M & L part fresh winds from S.E steering N.W by W all sail out.

Lat 24 56 Sou

Ship Wm Thompson bound for

Friday Feb 24th

Begins with fresh breezes from S E. Steering N W by W. Employed in mending sails. also putting up a new pipe to the Stove. M & L light Winds from S E. steering N W. by W. With Squally Weather employed in mending sails.

Lat 22 55 S
Long 84 26 W
Dist 160 Miles

Saturday Feb 25th

Light S E. Winds with good weather Steering N W. M & L part light winds from S E. Steering N W employed in mending sails.

Lat 21 24 S
Long 85 38 W
Dist 115

Sunday Feb 26th

Begins with light airs from S E. Steering N W. M & L part light Winds from S E. Steering N W. With good weather plenty of fish around.

Lat 20 23 South
Long 86.15 W

Monday Feb 27th

Begins with light airs from S E. Steering N W by N. caught one fish. M & L part light Winds from S E. steering N W. by N. Signalized with an American Ship.

Lat 19 06 South
Long 86 45 W
Dist 20 Miles

Tuesday Feb 28th

Begins with light wind from S E. Steering N W. by N. Saw one Sail. M & L part light winds from S E. Steering N. W.

Lat 17 10. S
Long 87 48 W

Wednesday Mch 1st

Begins with light winds from S E Steering N W. by W. M & L part light winds from S E. Steering N W. by W.

Lat 15 34
Long 89 28
Dist

Honolulu. 1865.

Thursday Mch 2d

Begins with light winds from S E. steering N W. by W. with good weather. M & Latter part Light winds from S E. steering N W by W. Employed in fitting the mincing machine. and setting up the riggen

Lat 14 03 South
Long 91 02 West

Friday Mch 3d

Begins with light breyes from S E. Steering N W by W. plenty of fish around. caught two Lia. M & L part light winds from S E, steering N W. by W. Father ~~caught~~ got Black Smith to make me an little iron to catch Skip Jacks I went out on the martingale and struck 3.

Lat No obs
Long

Saturday Mch 4th,

Begins with light winds from S E. steering N W. by W. with good Weather. M & L part light S E. Winds steering N W by W. plenty of fish around got 2 with my iron struck 6.

Lat 11. 01. S.
Long No 6 bs

Sunday Mch 5th.

Begins with light S E. winds steering N W by W. Struck one more fish. M & Latter part the same steering N W. by W. Lat 9. 50 S
Long 95 36 West

Monday Mch, 6th.

Begins with light S E. winds steering N W. by W. M & Latter part light S E. Winds steering N W. employed in fitting the riggin.

Lat 8 50 South
Long 96 55 West

Tuesday Mch 7th

Begins with light S E Winds steering N W by W. all sail out M & L part Lat 7 58 South light S E. Winds steering W. N W.

Ship W.m Thompson bound

Wednesday Mch 8th
Light winds from S.E. Steering W.N.W.
with good weather. M & L part fresh
S.E. Winds Steering W.N.W. employed
in fitting a Mizzen topsail yard.
Lat 6.50 S
Long 100.16 W.

Thursday Mch 9th
Fresh winds from S.E. Steering W.N.W.
at 4 P.M. Sent down the Mizzen
topsail and cut it in two. M & L
part fresh winds from S.E. Steering
W.N.W. employed in working on the
topsails yard & Sail.
Lat 5.36 S
Long 102.10 W

Friday Mch 10th
Begins with fresh S.E. Winds Steering
W.N.W. Caught two fish. M & L
part light winds from S.E. Steering
W.N.W. with good Weather.
Lat 4 56 S
Long 103.59 W

Saturday Mch 11th
Light winds from S.E. Steering W.
at 4 P.M. Sent up upper mizzen topsail
~~yard~~ Sail & Lower yard. M & L part
light Winds from S.E. Steering W. with
good Weather.
Lat 4-41 South
Long 105.44 W.

Sunday Mch 12
Light Winds from S.E. Steering
W. Saw a large bugch. caught
fish. M & L part fresh breezes from E.S.E.
Steering W. with good Weather
Lat 4.20 South
Long 108 06.

for Honolulu. 1865.

Monday Mch 13th

Fresh breezes from E.S.E. With good weather
Steering W. ½ S. M & Latter part fresh
trades employed in fitting Ship.
Steering W ½ S.

Lat 4.03 South
Long 111-35 West
Dist 210 Miles
Crse W ½ N.

Tuesday Mch 14th

Begins with Strong trades
Steering W ½ S. Sett up both
Main & Top sails and in order saw
Blackfish & Sulphumbottoms. M & L
part fresh breezes from E. Steering W ½ S
employed in rating down

Lat 4.15 South
Long 114.45 West
Dist 190 Miles
Crse W. ½ S.

Wednesday Mch 15th

Fresh breezes from E. Steering
W ½ S. all Sail out.
M & L part light E. trades Steering W ½
S. At 8 A.M. Saw Sperm whales
lowered and chased till noon So Eng
boats chasing

Lat 4.26 S.

Thursday Mch 16th.

Begins with light E. trades, Struck
one whale & killed it. At 5 o'clock
got him along side, then stewed off
for another boat. At dark hove to
heading N.E. by N. and took up the
boat. M part
Whale along side.
At 6 o'clock
commenced cutting
killed nine Sharks.

4.44 Lat

Ship "Wm. Thompson"

Friday Mch 17th. 1865.

Begins with gaude weather and fresh E. trades. Yesterday was my Fathers birth day and I forgot to give him a duelling. At 2 oclock landed the Head off deck. A heavy heave. lashed it up untill morning. got supper then set the Watch. M & L part Strong winds from E & S.E. steering N.W. Employed in hoiling the case and cutting up the punk also boiling.

Lat 3.5.15

Saturday Mch 18th

Begins with Strong Winds from E.S.E steering N.W. Employed in hoiling. M & L part Strong winds from E.S.E. steering N.W. employed in hoiling.

Lat 1.5.08
Long 121.36

Sunday Mch 19th

Strong Winds from E.S.E steering N.W employed in hoiling at 6 oclock cooled down M & L part fresh breezes from E.N.E. steering N.N.W. employed in hoiling.

Lat 00.29 N
Long 123.46 W

Monday Mch 20th

Begins with fresh E.N.E. Wind steering N.N.W. employed in hoiling. M & L part light trades from E. steering N.W to N.N.W. at 1 oclock finished hoiling.

Lat 2.04 N
Log 126.08 W

Whaling. 1865.

Tuesday Mch 21st
Light breezes from E. Steering N W, M & L part light winds from E. Steering N. N W. ~~by A.~~ With good weather.
Lat 2.48 S
Long 125.24 W

Wednesday Mch 22d
Light wind from E. Steering N N W, with good weather. caught one fish & M & L part light winds from E N E Steering N W saw Blackfish Lowered but could not get fast.
Lat 4.53
Long ~~125.24~~

Thursday Mch 23d
Fresh breezes from E N E Steering N W, M & L part fresh breezes from E N E. Steering N W. With good weather.
Lat 6.53 S
Long 122.22 W

Friday Mch 24th
Begins with fresh E N E winds Steering W N W, M & latter part Strong E N E. winds Steering With Squalls.
W N W,
Lat 8 38 S
Long 122.38 W
Dist 165

Saturday Mch 25
Strong winds ~~from~~ E N E With Squalls Steering W. N W. M & L part Strong winds from N E Steering W. N W.
Cse N W 5 W
Lat 10.08 S
Long 132.00 W
Dist 225 Miles

Ship Wm Thompson

Sunday Mch 26th
Strong N.E. trades Steering W.S.W.
all sail out. middle and latter part
the same struck a Blackfish and lost
him so ends the Day
Lat 11 49 S
Long 136 22 W

Monday Mar 27th
Commences with clear weather and fresh
N.E trades Ship steering W by S ½ S M
& L part Strong Winds from
N.E. Steering W by S ½ S with
Squally weather.
Lat 13 2 N
Long 132 25 W
Dist 230 M

Tuesday Mch 28
Strong N.E. trades. with Squalls
Steering W by S ½ W. M & L part
Strong N.E trades with Squalls
Steering W by S ½ W.
Lat 15.03 N
Long 143 30 W
Dist 240 M

Wednesday Mch 29th
Strong N.E. trades Steering
W by S ½ W. M & L part the
Same.
Lat 16 32 N
Long 142 19 W
Dist 240 M

Thursday Mch 30
Strong N.E trades Steering W by
S ½ S at 4 PM took in Studding
sails. M & L part the Same
Lat 18 22 N
Long 150 41
Dist 240

Friday Mch 31st
Strong N.E. trades Steering
W by S ½ W. M & L part Case N W by W ½
light N.E trades Steering W by S
S ½ W.
Lat 20.00 N
Long 153.43

Whaling 1865

Saturday April 1st

Begins with light N E trades Steering W by N. ½ N. employed in Scrubbing Ship. M & A part light winds from N E Steering W by N. ½ N. At ½ past 5 A M Saw the Island of Molokai, & at 6 saw the Island Morotai. ~~Honolulu.~~

Sunday April 2d

Begins with strong N E Winds at 6 o'clock saw the Island of Honolulu run along so that we could see Diamond Head then hove to. took in fore & Mizzen topgallant Sails.

Ship Wm Thompson Toward

Tuesday April 27th
At 3 PM we came off and stood off Shore heading to S.W. on the Wind, M and Le part light N.E. trades Steering W by S all Sail out. Lat 20 44 Long 152.49
Finding —

Wednesday April 28th
Commences with light N.E. trades steering W by S. employed in painting Boats, M & L. part no change worthy of note, Painting boats — picking over potatoes and putting them in the hold in Barrels —

Saturday April 29th Lat 20 38 N. Long 162.41 W
Light trades from E.N.E. attended with fine weather, Steering W by S & S Made a long Coasting stage and put it out, M & Le part the same.

Saturday Sunday April 30 Lat 20.27
Begins with light E.N.E. Winds Long 164.25
Steering W by S. M & Le part. Strong trade winds Steering W. Had 11 Pigs.
Lat 20 38
Long 168.05

Monday ~~April~~ May 1st
The same with 11 more pigs. M & Le part fresh buoys from N.E. Steering W.N.W.
Lat 21 16
Long 171-18

Tuesday ~~April~~ May 2d
Begins with light trades from E.N.E. Steering W.N.W. M & Le part the same Employed in making a Stow room.
Lat 22.15
Long 174.22

{1859., 1875,}

Ship Isaac A. Smith
S. S. South Carolina
Mch 8th 1875

Wednesday May 3rd
Begins with light E N E winds Steering N W. all Hands busy at something. M & S part light winds from E N E Steering N W by W all sail out. Lat 23.48 S

Thursday May 4th Long 126.0 E
Begins with light E N E winds Steering N W by W employed in putting the cutting purchase. M & S part Strong N E Winds Steering N W by W. This forenoon Cooper made me a foundation Lanell. Lat No Obs

Friday May 5th
Begins with Strong N E Winds Steering N W by W. killed one pig. M & S part calm. Lat 26 37 N

Saturday May 6th Long 180.00 W
Begins with light airs from W Steering N W. employed in breaking out. M & S part light winds from N N W Steering full & by, caught 2 fish Lat 28 0 N

Sunday May 7th Long 178-18 W
Begins with fresh N N W winds Steering full & by at 4 o'clock tacked Ship. M & S part fresh breezes from N. W E. Steering by the wind. Lat No Obs

Monday May 8th
Begins with fresh winds from N. N E. Steering N W by W. M & S part fresh winds from E. S E. Steering N W.
Lat 31.48 N
Long 182-48 W

Ship William Thompson

Thursday May 2th
Begins with light E S E winds
Steering N N by N. all sail out. M
& Latter part fresh breezes from
S Steering N W by N. emp lat 38 49 N
loyed in Clearing up the Cabin Long 183.54

Wednesday May 10th
Begins with fresh breezes from South
Steering N. N W. M & L part Strong
winds from S S W. Steering N N by N.
lat 38 54
Long 185.55

Thursday May 11th
Begins with Strong S. S W winds
Steering N. N. E N. At 5 o'clock wind
shifted to W took in top gallant sails
and upper Topsails + jib spanker Thick fog
plenty of Right whale heads M & L part
strong W Winds ship heading N W by N
under close reefed Topsails. Lat 38 58 E
Friday Long 185.47

Wednesday May 12th
The same. M & L part Strong
winds from W S Steering N N by N.
Saturday May 13th Lat 40.20 N
Thursd Long 185 31 W
Begins with Strong breeze from S W
Steering N N by N. Killed a hog, and
chose sheats crew. M & L part Strong
S W Winds steering N N. Lat 42 17 N
Sunday May 14th Long 186 34 W
Begins with Strong S W. winds steering
N W. At 4 P M took in reefed topsails
jib & mainsail. M & L part the same
Lat 44 04 N Long 187.46 W

Toward Arctic Ocean 1865

Monday May 15th

Begins with fresh gales from W.S.W steering N by W with a heavy swell on, ship under close reefed fore & main Topsails. M & S part & strong winds from W steering N.W.S by N. Ship under close reefed topsails & stay sails employed in selling slops.

Lat 4 0.01 N
Long 188.15 W

Tuesday May 16th

Begins with fresh breezes from W steering steering by the wind ship heading N. N.W. employed in selling slops. M & S part light winds from W. Ship heading N.N.W. employed in mending sails and carpenter making a house.

Lat 47.25
Long

Wednesday May 17th

Begins with a calm at 2 o'clock let all the little pigs out and let them get the air and I made me a wood box to carry wood up & down the cabin. They are now bending sails. M & S part light winds from S.W steering N.W by N.

Lat 48 88 N
Long 188 07 W

Thursday May 18th

Begins with fresh breezes from S steering N.W by N all sails set employed in fixing pikes & gaffs. M & S part a heavy gale from E.S.E to S. At 8 am hove to under close reefed main topsail. Son had 18 No 6 lbs pigs.

Lat
Long

 Caught in Panama May 3d 1876.

Ship Wm Thompson Toward

Friday May 19th 1865

Begins with a very severe gale from N attended with terrific squalls. At 8 PM. split the Main top sail finished it Ship lying easier than before at 9 PM wore ship heading up S by W of S. Main spencer & foretop mast stay sail out. M part strong gale from N. L part Moderate breezes from S W & S Steering N W by N.

Lat 8 41 N
Long 188.40 W

Saturday May 20

Begins with fresh breezes from S W Steering N W by N. Killed a Pig. M part calm L part light winds from W N W Ship heading N by the wind.

Lat 8 31 N
Long 190 38 W

Sunday May 21

Begins with fresh breezes from S W Steering N by W all sail out. This afternoon I put a back in my vest. at 8 o'clock took in Spanker & Mizzen Royal. At 8 o'clock saw 8 Right Whales to late to hoist. M & L part light winds from S W Steering N by W all sail out. saw finbacks.

Lat 8 5 10
Long 189 36

Monday May 22

Begins with light S W winds Steering N by W. saw finbacks. M part calm & light winds L part. light winds from S E Steering N by W. with a think fog.

Lat 8 2 00 N
Long 190 6 W

Arctic Ocean Whaling

Tuesday May 23d

Begins with fresh breezes from S E steering N by W with a thick fog this afternoon I have been shoemaking M & S part light winds from S steering N.N.E. thick fog Lat No 6 obs Long

Wednesday May

Begins with light W wind & thick fog steering N.N.E. at 4 o clock lose the land no bottom. M & part fresh breezes from E S E to S. With thick fog ship under easy sail. Spoke Lat 8 S E 80 Ship Eliza A Adams. Capt Fish. Long No obs

Thursday May 25th

Begins with light S winds steering N N E some snow ship E & the Company M & latter part strong winds from S W. at 2-30 A.M. saw the Ice also 8 Ships steered to the N through the Ice Ice not very heavy no Whales Lat 60 38 N Long 183. 05'

Ice

Friday May 26th 1865

Light S W winds plenty of Ice and No Whales a number of ships in sight. Spoke Barque Vineyard Capt Cardwell nothing this Season had seen several Bowheads M & latter part fresh N W wind steered to the N E plenty of Ice seems to be M & packed. Lat 61.00 N Long 183.50

Remarks on board Ship

Saturday May 27th

Begins with fresh SW winds. Etmine E b N N. about 25 Ships in sight. M & latter part fine weather. Saw one Bowhead going very slow ENE. Struck & killed it. at 9.30 A M Began to cut several Ships in Sight none of them whaling.

Sunday May 28th

Lat 60.55 N
Long 148.30
W. B. & W.
144 Lbs

Begins with fresh winds from NE. at 1.30 P M finished cutting at 6 P M began to boil spoke Ship Fairie Perry nothing since leaving Honolulu had been to Kodiak. but did not see a whale this Several Ships in Sight. M and L part fresh breezes from N E to E.N.E. with fog & rainy weather. Ship off & on by the Ice boiling. Saw two Ships.

Monday May 29th

No Obs
Lat
Long
Begins with fresh breezes from E N E attended with fog & rain. M & L part calm thick fog with snow & ice.
No Obs

Tuesday May 30th

Begins with thick fog. At 6 P M lighted one Sail in Sight. M & L part light winds from E. at 10 A M finished boiling at 2 A M commenced Storing it. thick fog & Snow.
No Obs

William Thompson Whaling

Wednesday May 31st

Begins with light winds from E at 3.30 PM finished stowing oil. 2 ships in sight M & S part light winds from SE to SW. with fog & snow Rigging badly iced up. At 8 a m sent the Sent the boats into the Ice to look for whales.

No Obs

Thursday June 1st

Begins with light SE winds with thick fog. boats returned saw one finback in the Ice caught two seals. M & S part light airs from N to W Several ships in sight ~~several~~ none of them whaling

No Obs

Friday June 2d

Begins with light airs from SW. saw a cow & calf (Bowheads) chased but did not get fast. M & S part light airs & calm chased Bowheads but could not come up with them. going quick SW. Several ships in sight Spoke Fish Perry & Gov Troup

Sent Long

Saturday June 3d

Light E winds. plenty of ice also plenty of ships. but no whales to be seen. M & latter part light airs from E saw one whale in the ice. saw Bayne Robert Towns take a whale several ships in sight

Sent E. E.

Ship William Thompson Toward

Sunday June 4th
Light E winds and fine weather
Spoke James Maury Capt Gray
died in March a few days after
leaving Ascension. Mrs Gray & the
Children are well. M & le part
light E winds & some snow sent
the boats into the ice but saw no
whales. land in sight. Lat 61.54
Long 80.00

Monday June 5th
Strong winds from ENE hoarded
the James Maury sold her two
tons of coal. Mrs Gray & Children
are well. 8 Ships in sight. M & le part
Strong winds from NE cruising
saw two Bowheads in the Redoubt
but did not strike them again.
Lat 61.40
Long 184.38

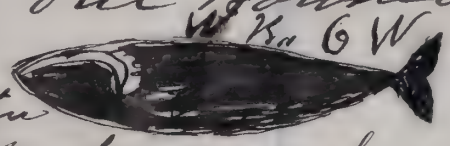
Tuesday June 6th
Begins with fresh breezes from NE
cruising Spoke Bayne Gratitude
& Isaac Howland several ships
in sight none of them whaling.
M & le part light winds from NNE with
Snow & fog plenty of devil fish in sight also 3
sails.
Lat 61.54.
Long 80.00

Wednesday June 7th
Begins with light airs & calm cruising
off the land 6 sails in sight saw plenty
of walruses. M & le part light winds
from W & W cruising ice heavy in
shore saw Ripsacks & shot one but
did not get him.
Lat 61.40

Arctic Ocean Whaling - 1865.

Thursday June 8th

Light WSW winds lowered the boats and sent them into the ice caught one Rifsack spoke Barques Gratitude & Ontario. one Bowhead.



M & latter part light W. winds fine weather Boats cruising after Bowheads & chasing Rifsacks. Lat 61 55 N

Friday June 9th

Fine weather. Killed and cut in a Rifsacks.

M & latter part fine weather chasing Rifsacks several ships in sight, 25 fathoms water. Sand Dirt 25 Miles. Carpenter has been off duty several days Steve is off duty with a sore foot. Lat 61.54 N

spoke the Congress bearing hoy

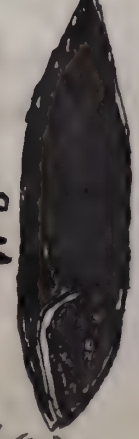
Saturday June 10th

Fine weather killed & sunk one Rifsack. Killed another & cut him in M & L part light airs

from N one sail in sight. Lat 61.55

Sunday June 11th

Light airs from SW employed in boiling several ships in sight. M & L part light airs from S employed in boiling several sails in sight.



Lat 61.42.

Ship William Thompson

Monday June 12th 1865
Light airs throughout employed in boiling spoke the Congress. M & Le part good weather. Ice very heavy one Ship cutting.

Tuesday June 13.
Fine weather no Whales plenty of Ships in sight. M & Le part fine weather 30 Ships in sight working to N E 4 Ships boiling some with no Sail out probably stowing down. Spoke the Uncas had two whales boiling.

Wednesday June 14th
Begins with fine weather two boats off in the Ice looking for whales saw none but heard one spout finished stowing oil. M & Le part fine weather. 30 Ships in sight. Ice heavy. Spoke Bargue Congress Wood one Right Whale had seen a great many whales in the Ice and a good many killed.

Thursday June 15th Lat 62 R V Saw two whales
Wind S S E with rain. Spoke Sheny Ships Europa Crosby 4 Whales Orion Jernegan 2 whales Mercury 2 Whales Tooker. The above named Ships have seen good many whales in the Ice M part rainy Le part good weather Several Ships in Sight

1865

Whaling off Cape Thaddeus

saw 12 Bowheads going NE chased but could not get fast.
A boat came off from the shore Natives of this cold country

Friday June 16th
Fine weather no whales spoke Ship Martha 8 years out 200 bbls nothing this season. M part calm latter part Rainstorm two Ships in sight also the bang some boy. saw one whale going NE quick.

Saturday June 17th
Fresh winds from NE 3 Sails in sight saw one Ripsack. Killed a hoy & made some Candy. M part fog & snow Le part light SW winds. No whales several sails in sight one boiling
Lat 61 58 N

Sunday June 18th
Begins with light SW winds. Spoke Robert Towns, Sydney Barker one Bowhead & one Ripsack this season. M & Le part light winds from NW to N with fog. Spoke Sh. Euphrates Hathaway 2 whales this season. We got some papers from him and we saw the death of Abraham Lincon &c

Monday June 19th Lat 61-34 N
light SW winds with fog one sail in sight. M & Le part light S winds with fog employed in bracing out bow shooks.

James A Smith sailed in the following
Schooned Ships. on Whaling cruise

Tuesday June 20th
Light S winds with fog saw one
ship & a carcass. M & S part light
winds N.N.E. with fog. Spok
Euphratus. saw one carcass.
Lat 40 Long

Wednesday June 21
Begins with Strong N N E Winds
with rain land & one sail in
sight. Father is not very Well
to day. M part strong winds S part Light winds
from N.N.E. raised a sail Thought it was a whaler
foling closed up her sails and came down to us It was
the Rebel Pirate Shenandoah Capt Wadell sent
two of his Officers on board of us and ordered us
on board of his vessell then I wrote out all the
Position he wanted and then set fire to
us at five o clock the next day that was on board of
the Milo and sent us to the Sandwich Islands
and came home.

Mr James A Smith
Bridgehampton
Mass
U S A

J A Smith

Ship Casilda of New Bedf

MR. NASBY WAILETH OVER NEW JERSEY.

ON THE WING, Nov. 9, 1865.

Neve wuz I in so pleasant a frame uv mind ez last night. All wuz peace with me, for after bein buffeted about the world for three score years, at last it seemed to me ez tho forchune, tired uv persekootin a unforch nigbein, had taken me into favor. I hed a solemn promise from the Demokratic State Central Committee in the great Stat uv Noo Gersey, that ez soon ez our candidate for governor was dooly elected, I shood hev the position of Dorekeeper to the House uv the Lord, (wich in this State means the Capital & wich is certainly better than dwellin in the tents uv the wicked Chesery keepers, on tick, ez I do) and a joodishus exhibition uv this promise hed prokoored for me unlimited facilities for borrerin, wich I improved muchly.

On Wednesday nite I wuz a sittin in my room, a enjoyin the pleasin reflection that in a few days I should be placed above want, & beyond the contingencies uv fortune. Wood! oh wood! that I hed died then and there, before that dream uv bliss wuz roodly broken. A wicked boy cum runnin past with a paper wich he had brot from the next town where there lives a man who takes one. He flung it thro the window to me and past on. I opened it eagerly, and glanced at the hed lines! —

"NOO GERSEY — 5,000 REPUBLIKIN."

One long and piercin shreek wuz heard thro that house, and wen the i[illegible] rushed into the roo[illegible] they found me inanymate [illegible] floor. The fatal pa[illegible] lay near me, explainin th[illegible]se uv the catastrophe. The kind-hearted landlo[illegible]fter feelin uv my pockets and diskiverin that the [illegible]tents thereof wood not pay the arrearages uv bord[illegible] had a hurried consultation with his wife as to the [illegible]propriety uv bringin me to, he [illegible]ing that it wuz the only chance uv gittin what wuz back — she insisted that ef I was brung to I'd go on runnin up the bill bigger and bigger, and never pay at last. While they was argooin the matter pro and con, I happened to git a good smell uv his breath, wich restored me to consciousness to-wunst, without further assistance.

Whe[illegible] in trouble my poet[illegible]ole alluz find vent in song. Did ever poet who delited in tombs, and dark rollin streams, and consumption, and blighted hopes and decay, and sich themes, ever hev sich a pick of subjects ez I have at this time? The follorin may be a consolation to the few Dimokrats uv the North, who have gone so far into copperheadism that they can't change their base: —

A WALE!

In the mornin we go forth rejoicin in our strength — in the evenin we are bustid and wilt!

Man born uv woman (and most men are) is uv few days, & them is so full uv trouble that it's skarsely worth while bein born at all.

In October I waded in woe knee-deep, and now the waters uv afflickshun are about my chin.

I look to the east, and Massychusets rolls in Ablishun.

To the west I turn my eyes, and Wisconsin and Minnesota and Illinoy ansers Ablishun.

Southward I turn my implorin gaze and Maryland sends greetin — Ablishun.

In New York we had 'em, for lo! we run a soljer, who fought valiantly, and we put him on a platform wich stunk with nigger — yea, the savor thereof was louder than the Ablishun platform itself.

But behold! the people jeer and flout, and say "The platform stinketh loud enough, but the smell thereof is *not* the smell uv the Afrikin — it is of the rotten material uv wich it is composed, and the corrupshun they hev placed on it," — and New York goes Ablishun.

Slocum held hisself up, and sed "Come and buy." And our folks bought him and his tribe, but he getteth not his price.

NOO GERSEY — ABLISHUN!

Job's cattle wuz slain by murrain and hollerhorn and sich, and not livin near Noo York, the flesh thereof he could not sell.

But Job hed suthin left — still he could sell the hides and tallow!

Lazarus hed sores, but he hed dorgs to lick them.

Noo Gersey wuz the hide & tallow uv the Dimocrisy, and lo! that is gone.

What little is left uv the Dimocrisy is all sore, but where is the dorg so low as so lick it?

Noo Gersey was our ewe lamb — lo! the strong hand uv Ablishnism hez taken it.

Noo Gersey wuz the Aryrat on wich our ark rested behold! the dark waves uv Ablishnism sweep over it!

Darkness falls over me, like a pall — the shudder uv woe encompasseth me.

Down my furrowed cheeks rolleth the tears uv anguish, varyin in size from a large Pea to a small tater.

Noo Gersey will vote for the Constooshnel Amendment, and lo! the nigger will possess the land.

I see horrel visions!

On the Camden and Amboy, nigger brakesmen — and at the polls, niggers!

Where shall we find refuge?

In the North? Lo! it is barred agin us by Ablishnism.

In the South? In their eyes the Northern head findeth no favor.

In Mexico? There is war there, and we might be drafted.

Who will deliver us? Who will pluck us from the pit into which we have fallen?

Where shel I go the Lord only knows, but my impression is South Karliny will be my future home. Wade Hampton is electid Governor, certin, and in that noble State one may perhaps preserve enough of the old Dimocratic States Rites leaven to leaven the whole lump.

"I'm afloto — I'm afloto
On the dark rollin sea."

And into what harbor fate will drive my weather-beaten bark, the undersigned cannot trooly say.

Noo Gersey — farewell! The world may stand it a year or two, but I doubt it.

Mournfly and sadly,
PETROLEUM V. NASBY.

Late Paster uv the Church uv the Noo Dispensashun.

THE NATION'S

From the Round Ta.

Four hundred thousand men,
The brave, the good, the true
In tangled wood, in mountain gl
On battle plain, in prison pen,
Lie dead for me and you!
Four hundred thousand of the brave
Have made our ransomed soil their grave,
For me and you!
Good friend, for me and you!

In many a fevered swamp,
By many a black bayou,
In many a cold and frozen camp,
The weary sentinel ceased his tramp,
And died for me and you!
From Western plain to ocean tide
Are stretched the graves of those who died
For me and you!
Good friend, for me and you!

On many a bloody plain
Their ready swords they drew,
And poured their life-blood, like the rain,
A home, a heritage to gain, —
To gain for me and you!
Our brothers mustered by our side,
They marched and fought and bravely died
For me and you!
Good friend, for me and you!

Up many a fortress wall
They charged — those boys in blue —
'Mid surging smoke and volleyed ball;
The bravest were the first to fall, —
To fall for me and you!
These noble men, — the nation's pride, —
Four hundred thousand men have died
For me and you!
Good friend, for me and you!

In treason's prison-hold
Their martyr spirits grew
To stature like the saints of old,
While, amid agonies untold,
They starved for me and you!
The good, the patient, and the tried,
Four hundred thousand men have died
For me and you!
Good friend, for me and you!

A debt we ne'er can pay
To them is justly due;
And to the nation's latest day
Our children's children still shall say,
"They died for me and you!"
Four hundred thousand of the brave
Made this our ransomed soil their grave
For me and you!
Good friend, for me and you!

E. C. P.

☞ The *Comet* beat the *Smyrniote* over on the last passage to San Francisco, by about a week. The *S.* sailed from this port on the 22d of April, and arrived the 17th of May—25 days passage. The *C.* sailed on the 25th, and arrived on the 14th, 3 P. M.—19 days passage. The *S.* made a cruise up towards the Kodiack, but Captain Lovett, thinking he was rather early in the season, and might not find whales plenty, put back for San Francisco,—without any late reports from the Arctic Bowheads. The *Comet* was very deeply laden on her passage to San Francisco, and when a week out began to leak. She was put about for Honolulu, and after running back some distance, fell into a calm streak. While lying there, the leak was discovered near the main chains, above water, and stopped, when a fair south wind sprung up and she ran over in fif-

THE PARSON GOING TO MILL.

THE parson sat in his house one day,
While wintry storm did rage;
High rapt, he drank in lofty thought
From Hooker's classic page.
But as he sat, and holy breath
Into his breast did steal,
His sweet wife oped the door, and said,
"My dear, we have no meal."

With a deep groan and sadden'd brow
He laid aside his book,
And, in despair, upon the hearth
With troubled air did look;
"My people think that I must break
To them the bread of heaven,
But they'll not give me bread enough
Three whole days out of seven.

"But hunger is a serious thing,
And it is sad to hear
Sweet children's mournful cry for bread
Loud ringing in your ear."
So straight he mounted his old horse,
With meek and humble will,
And on his meal-bag, patched and coarse,
He journeyed to the mill.

The miller bowed to him, and said,
"Sir, by your church steeple,
I vow I give you praise for this,
But none to your church people."
The parson mounted his old horse—
He had no time to lag—
And rode, like hero, to his home,
Right on his old meal-bag.

But as he rode, he overtook
A proud and rich layman,
Who with a close, astonish'd gaze,
The parson's bag did scan.
"My reverend sir, the truth to tell,
It makes me feel quite wroth,
To see you compromise this way
The honor of your cloth.

"Why told you not, my reverend friend,
Your meal was running low?
What will the neighbors think of *us*,
If to the mill *you* go?"
"My wealthy friend," the parson said,
"You must not reason so:
For be assured, as settled thing,
My meal is always low.

"If my dear people wish to know
How to promote my bliss,
I'll simply say, a bag of meal
Will *never come amiss.*
Just keep the store-room well supplied,
And I will keep right still;
But if the meal runs out again,
I *must* go to the mill."

MORAL.

Laymen! it needs no miracle,
No hard, laborious toil,
To make the parson's meal-bag like
The widow's cruse of oil.
Pour forth into his wife's store-room
Your gifts right plentiful;
Th miracle is simply this,
To keep it always full.

2 A journal of a Voyage to the Pacific Ocean

On board Ship Janus of New Bedford
F. C. S Commander.

Wednesday Dec 6th 1865
Light Winds from N. W. W and fine weather.
9½ 45 Weighed anchor and Stood out of the Bay.
Thus begins our voyage.

Thursday Dec 7th
Moderate N. W. winds and fine weather. At 12 o
the Pilot left - at 1 PM passed the light Ship
Steering S by E. Chose watches Stowed chains and
anchors. At 4 pass winds from W. S. W to S. At 8 A M
began to rain at noon Ship heading E by S took top
Gallant sails in.

Friday Dec 8th
At 2 P M after having rain, wind hauled to
E. S. W and blew a heavy gale. Ship under
lower fore & Main top sails & foresail Steering S.E.
four boys sea sick All of them below. Middle
part hove to to S. under lower Main top sail &
main Spencer & fore topmast stay sail a very severe
gale. lost Waste & Bow Boats off of the cranes
with all attached. At daylight Moderated
kept off S.E. under topsails. latter part a gale
from N. W. Ship taking in a great deal of
water on deck and rolling very bad.

Saturday Dec 9th
Begins with N W gale course S E to S E. by E topsails
out Shipping a great deal of water and rolling
very bad. turned up the quarter boats P M & S E
part the same.

Lat 36.40 N
Lon 65.00

Bound for Honolulu Sandwich Islands.
1865

Sunday Dec 10th

N W gale course SE Cap. G. out ship to much water. Sea sick boys better. M part calm Latter part a gale from S. S. W. by the wind SE. by E

Lat 85" N
Long

Monday Dec 11th

Begins with a gale from S.W. course SE by E NE. under topsails. M part a gale Ship under lower topsails Course SE by E NE Latter part all sail out wind N. NE.

Lat 84" N
Long

Tuesday Dec 12th

Strong winds from NE. Busy fitting boats and Ship. Steering SE by E. took Henry Clark into the Cabin to assist the Steward. M & L part Strong breys from NE. attended with rugged weather. Course SE by E.

Lat 38=30 N
Long

Wednesday Dec 13th

Strong NE Winds Steering SE by E put out a new waste boat plenty of gulf weed on the water. M & L part Strong N. NE. winds steering SE by E T. G. S. out all hands busy fitting boats and Ship.

Lat 31=50 N
Long 53.15 W

Thursday Dec 14th

Strong winds from NE by N. Some Squally. Steering SE by E. all hands fitting boats. Lashed the pendant Shackels to the Mast head. M part Squally. Latter part light E. NE. winds Ship SE. by the wind

Lat 30.84 N
Long 51.00 W

Friday Dec 15th

Light E winds Ship heading S. SE. all hands on duty M & Latter part light winds from S. Steering E. S E. ~~Passed a Spruce wreck shed it had been floating some time~~ with all sail out Lat 30.17 N Long 50.00 W

Ship Farms Towards the

Saturday Dec 16th

Fresh winds from S.S.W. and good weather Steering E.S.E. set the F.T. Staysail M & Seather part light winds from S. to S.W. Steering E.S.E. All Sail out.

Lat 22-36 N
Long 41-12 W

Sunday Dec 17th

Light S.W. winds, Steering E.S.E. Passed a spum whales head it had been floating some time. M & Seather part fine weather, Steering E.S.E. with all Sail out

Lat
Long

Monday Dec 18th

Light W.S.W. winds and good weather Steering E.S.E. Me & Seather part fresh S.W. winds and good weather, Steering S.E.by.E. employed in breaking out the Main Hatch &c.

Lat 22.10 N
Long 41,05 W

Tuesday Dec 19th

Fresh S.W. winds and good weather Steering S.E. by S. took in M.T.G. Sail, two sails in sight, M & Seather part strong winds from W.S.W. took in the Studding sails, Steering S.E.by S.

Lat 27.86 N
Long 38.13 W

Wednesday Dec 20th

Strong W.S.W. winds course S.W.by S. M & Se part the same, all well on duty.

Lat 26,44 N
Long 36,55 W

Thursday Dec 21st

Good weather and light S.W. winds employed in Ships duty, at 4 PM wind from N.N.E. Parted the main topsail tie. M & Seather part Variable light airs Steering S.E. by S.

Lat 26,03 N
Long 34,20 W

Sandwich Islands 1865

Friday Dec 22d

Light airs from N.W. and good weather, Steering SE by S. two sails in sight N part light airs and so it was the remainder part of the day, saw a School of Black fish, killed two and saved one, they were very wild. Lat 35.

Saturday Dec 23

Light airs from W.N.W. Steering S by E, one Barque in sight bound North. Nothing but light airs and calm the remainder of the day. } Lat } Long

Sunday Dec 24th

Calm. Heavy Swell from NE, working on the rigging, During the Night and forenoon had a fresh breze from SE, Ship by the wind S.S.W. } Lat 28.55 N

Monday Dec 25th } Long 34.21 W

Fresh E.SE winds, Ship heading S, saw a humpback, M & Le part had strong trades from E by S, took in fore & main top Gallant sails and fly jib. Lat 21.48 N

Tuesday Dec 26th

Strong E.N.E. trades, took in M.T.G. at 6 P.M ~~reffed~~ reffed the foretopsail, this is the first ref taken, Remainder No change

Put leaders on main mast for head braces } Lat 19.22 N } Long 32.26 W.

Wednesday Dec 27th

Strong E Winds and squally, Steering S by E a Schooner past steering N. half a gale and rugged, at 10 A M put one ref in fore topsail

Lat 17.13 N

Long 34.30 W

Ship Janus Whaling 1865

Thursday Dec 28th

Strong gales with squalls from E. course S. by E½E. ship on one side very crank M & Lattes part No Change.

Lat 14.53 N.
Long 30 12 W.

Friday Dec 29th

Strong breezes and squally steering S. by E. ½E. set M. T. S. and fly jib. M & L part the same one sail in sight.

Lat 12.14 N
Long 29.17 W

Saturday Dec 30th

T. G. bunge from E. N E. course S.S.E. Lattes sang and squally.

Lat 2.50 N
Long 25.00 W

Sunday Dec 31st

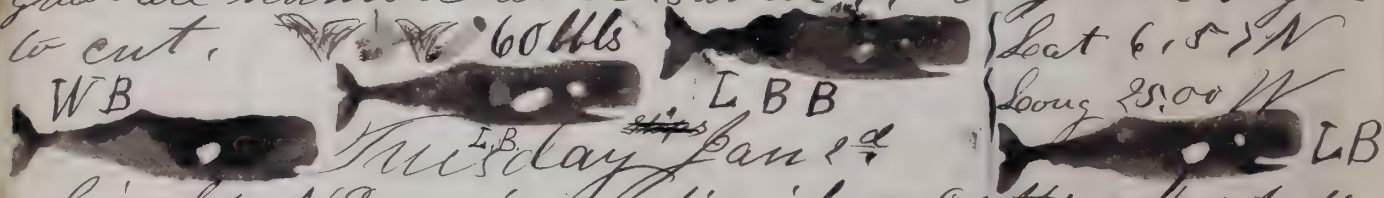
Strong wind from E by N squally steering S.S.E. Ma part the same Lattes part light winds.

Lat 7.31 N
Long 25.11 W

Monday Jan 1st

Fine ENE winds and good weather at 3 PM lowered for Sperm whales killed great an number and saved 4. at 5 am began to cut.

Lat 6.53 N
Long 25.00 W



Tuesday Jan 2d

Light NE winds finished cutting kept off S by E. Ma & Lattes part the same several sails in sight commenced boiling

Lat
Long

Wednesday Jan 3d

In the Tolduams, Put out the fires. Finished boiling head 12 bbls. M part Thunder & lightning and rain in abundance.

No 6 bls

Ship James Whaling 166

Thursday Jan 4th
Good weather Calm boiling Toldreams & Ships in sight. Mr Penny cut his foot with a crow bar. off duty.
Lat 3.52 N
Long 23.50 W

Navy. Friday Jan 5th
In the Toldreams one Whaling Barque in sight, bound S. Finished boiling M & Leather part light airs from E. to S.E. and calm 15 sails in sight bound south.
Lat 3.02 N
Long 23.34 W

Saturday Jan 6th
Calm. weather very warm. M & L part nothing but Toldreams 15 sails in sight. Spoke ship Nancy 42 days out clean
Lat 2.52 N
Long 23.00 W

Sunday Jan 7th
Had a squall from the north with counts of rain. Many Brigs Barques & Ships in sight,

Monday Jan 8th
Calm. & Light airs with some rain. 16 sails in sight.

Tuesday Jan 9th
Calm. 14 sails in sight bound S. very warm. M & L part light trades and good weather. heading S.W. by W. 15 sails in sight,
Lat 1-41 N
Long 24.31 W

Wednesday Jan 10th
Good weather. light S. S.E. winds, put a pump into the Water cask. M & L part light winds from S by E. Ship heading S.W. by W. Several sails in sight
Lat 00.58 W
Long 26-[illegible]

Ship James bound Towards the

Thursday Jan 11th
Fine weather heading SW by W. light winds Rattling T.T. rigging. One man off duty with the pox. Remainder no change heading S.W by W. fitting the cooks Establishment.

Lat 00.59 S
Long 28.06 W

Friday Jan 12th
Light SSE. Steering S.W. by W. Finished the gallery. M & S part No change. Exchanged signals with English Schooner bound North

Lat 2.11 S
Long 28.33 W

Saturday Jan 13th
Light trades from S.SE. Ship heading SW set M.T.T. Sail, good weather busy fitting Ship. a number of sails in sight.

Sunday Jan 14th
Light SE trades. Fine clear weather steering SW. by S. The remainder of the day No Change. a number of sails in sight.

Monday Jan 15th
Pleasant weather and light winds from SE. steering SW by S 1/2 S. Two sails in sight.

Lat 8 08 S
Long 33.08 W

Tuesday Jan 16th
Light SE trades steering S.S.W. Several sails in sight. Caught a porpoise.

Lat 10.50 N
Long 34 00 W

Wednesday Jan 17th
Fresh SE trades steering S.S.W. Fitting rigging &c. M & S part the same.

Lat 13.29 S.
Long 34 50 W

Addin

Sandwich Islands F. C. Smith Commander

Thursday Jan 18

Good weather & light SE trades, Steering S.S.W. Enlarged a State room to accommodate an Officer & Steward.

Lat 15.56 S.
Long 35.30 W

Friday Jan 19th

Light E. winds, all hands employed in fitting rigging, Steering S.S.W. Stowing Oil.

Lat 17.48 S.
Long 36.11 W.

Saturday Jan 20th

Fine weather and light trades steering S.S.W. Stowing down Oil. 64 bbls,

Lat 19.33 S.
Long 36.45 W

Sunday Jan 21st

Light E winds and pleasant weather, Steering S. S.W. 20 dollars up for bounty to raise a Sperm whale,

Lat 21.37 S.
Long 37.45 W.

Monday J. 22nd

Light E winds varied by frequent light squalls. Two sails in sight. Stered to day S.S.W. to S.W by S.

Lat 23.48 S.
Long 38.47 W

Tuesday Jan 23d

Strong winds from N by E. good weather. Steering S.W by S.½ S. Fitting rigging.

Lat 26.06 S.
Long 40-48 W

Wednesday Jan 24th

This afternoon we have stered S.W. with light N winds, hazy weather. Saw Jumpers, Rest remainder the same.

Lat 27.48 S.
Long 42.14 W.

Thursday Jan 25th

Light N winds. Steering S.W.

Lat 28.27.5
Long 48.50 W

Ship Janus Whaling

Monday Feb 5th 1866

This afternoon we have had strong winds from N.W. inclining to W. Ship under M. T. & F. Sail and Fly jib. At 4 PM the weather had cleared up with indications of strong gales from west. The remainder of the day the winds blew strong from W.S.W. to S.S.W. Ship under topsails reefed part of the time.

Lat 45.45 S
Long 56.06 W.

Tuesday Feb 6th

This afternoon the winds have blown from S.S.W. Ship heading S.E. under topsails. Clear weather. At 10 30 PM tacked to W. wind light. Latter part light airs from W.N.W. Course S.W. by S. Lat 45 57 S breaking out main hatch. Long 55.53 W.

Wednesday Feb 7th

Fresh breezes from S.W. with passing squalls and good weather. Ship heading S.S.E. by the wind. Finished getting out fresh water and put 46 bbls of salt water in the Main hold. The remainder of the day light S & SE winds with clear pleasant weather Ship heading to the S.W.

Lat 46
Long

Thursday Feb 8th

Begins with light airs from S. Ship heading W.S.W. Put a stove in the cabin The remainder of the day light airs from N. Clear and pleasant

Lat 41.04 S.
Long 56.08 W.

North of Cape Horn, Atlantic

Friday Feb 9th

Light breezes from N. Clear and pleasant weather Course S.W. by S. Put on a pair of Preventer guess to the jib boom. Through the night Moderate winds. The rest part of the day fresh gales from N.N.E. Steering S.W. At 10 A M took in Studding sails.

Lat 48.42 S
Long 59.12 W

Saturday Feb 10th

Begins with strong gales from N by E. with a sharp sea. took in fore & Mizzen top sails. at Midnight thundering. There was much vivid lightning with every appearance of the wind hauling to S.W. Put the Ship under lower main top sail & foresail. At day the weather about the same. At 10 A M we dare sail the the wind hauled to W & S.W. heading the Ship off to S.S.E.

Lat 50.00 S
Long 65.15 W

Sunday Feb 11th

Light S.S.W. winds cloudy heading S.E. all sail out. One ship in sight. At Noon James bay S.E. Dist 50 miles. At 9.30 tacked to W. At 1-30 A M tacked to S.S.E. with a head sea. Strong wind. it moderated down at day light and made all sail.

Lat 54.05 S
Long 62.20 W

Monday Feb 12th

Light breezes from W. with fine weather at 4 PM set. studdingsails Steering S by E. Light breeze from W.N.W. M part strong breezes. latter part had fresh S.S.E. winds all sail out plenty of finbacks in sight. Some penguins and whale birds. Water green. Sent down fore & Mizzen Royal yards on account of the Ship being very clank.

Lat 52.15 S
Long 62.54 W.

1866 Ship James Whaling

Tuesday Feb 13th

Fresh gale from S.S.E. at 4 PM reefed the Topsails, heading S.W. M part strong winds Latter part light breezes from S.S.E. Ship heading S.W.

Lat 52.48 S
Long 65.08 W

Wednesday Feb 14th

Calm out out a phh & sail for Mr Smith at 4 PM took in the Waste Boat and put the Bow Boat on the Waste cranes, and I made a wood Box, saw several humpbacks lowered one boat for one but did not get fast. M part fresh N W winds and good weather, Latter part much the same Steering S E. All sail out. At 9½ AM saw the land. Cape St Diego S W, west end Staten Island S – Dist 80 miles one ship in co.

Lat 54.14 S.
Long 64.30 W.

Thursday Feb 15

Fresh N W winds with rain. at 8 PM East end of Staten Island bore S.S.E. Dist 10 miles. Steered out by the point heading S.E. fresh breze from S.S.W. fore & mizzen T.G.S. sails in. Middle part a gale from S.W. Latter part moderated some, made some sail heading S S.E. saw one ship bound N.E.

Lat 55.16 S.
Long 62.45 W.

Friday Feb 16th

Gale moderated made sail tacked to W.N.W. M part Westerly winds heading to the S. Latter part light winds from N. Steering S W by S. employed in making boat sails.

2 sails in sight.

Lat 55.50 S.
Long 62.40 W.

Toward Cape Horn. F. C. Smith commander

Saturday Feb 17th

Begins with light N. winds. Steering S W by S. At 4 PM took one anchor off of the Bow. and unstocked the other. M part clear and strong N wind. at 6 A M wind hauled to the W. with cloudy weather and light winds. one sail in sight. going W.

Lat 56.47 S
Long 66.15 W

Sunday Feb 18th

Light N winds Ship heading S.S W. All sail out. At noon Cape Horn bore N W by N Dist [illegible] miles. M part strong winds from W.N W. Ship heading S W by S. To S W Ship under top S. sails. Latter part strong winds from N W. took in M. T. S. sail fore sail and reef top sails furled the cloth sail. At 10 A M wind hauled W.S W Ship heading S.

Lat 58.10 S
Long 68.00 W

Monday Feb 19th

Begins with strong gales from W. Ship by the wind heading S.S W. M part light wind from W. N W. Steering by the wind Latter part strong wind from E with rain steering W by S.

Lat 58.10 S.
Long 70.41 W.

Tuesday Feb 20th

Begins with fresh breezes from S. steering W by S. all sail out at 4 o clock calm. M part light breezes from S W. steering full & by Latter part fresh winds from W to N W. At 11 A M tacked Ship

Lat 57.53 S
Long 72.00 W

Ship Panus Off Cape Horn

Wednesday Feb 21st

Strong winds from N.W. At 4 P.M put ship under lower topsails, jib & mainsail furled, blowing a gale. One man off duty sick. The weather has been very warm off the Cape. M part fresh N.W. gales At 5 A.M wore ship to W.N.W. with a gale from S.W. Ship under lower topsails fore sail & spencers, had several very heavy squalls At noon Ship heading W by N. Ship makes very good weather.

Lat 58 04 S.
Long 73 38 W.

Thursday Feb 22nd

Begins with a gale from S.S.W. and a high sea. Steering W by N. under lower topsail. reefed upper main top sail fore sail & main sail. M part wind veered to W. At 3 A.M tacked to S.S.W. At noon blowing heavy from W. raining, ship under lower topsails & courses. Washington's Birthday celebrated it with cake & wine.

No Obs.

Friday Feb 23d

Begins with a heavy gale from W.S.W. attended with rainy weather and a heavy sea. At 1 P.M put the ship under lower main top sail & spencers (that is fore & main spencers and fore top mast stay sail). M part heavy gale from S.W. Ship lying to under goose wing main top sail and spencers heading W.N.W. At 4 A.M. wore ship S. Set fore & mizzen topsails and jib.

No Obs.

Sports and Pastimes.

Magic Milk.

Lime-water is quite transparent, and clear as common spring water; but if we breathe or blow into it, the bright liquid becomes opalescent and as white as milk. The best way to try this simple experiment, is to put some powdered quicklime into a bottle full of cold water; shake them well together, now and then, for a day; then allow the bottle to remain quiet till the next day, when the clear lime-water may be poured off from the sediment. Now fill a wine-glass or tumbler with the lime-water thus made, and blow through the liquid with a glass tube, a piece of new tobacco pipe, or a clean straw, and in the course of a minute or so—as the magicians say—"the water will be turned into milk." By means of this *pastime*, "Wise Men" can ascertain which young ladies are in love, and which young gentlemen are not. With a shrewd guess they present, as a test, a glass of lime-water to the one, and of pure water to the other, with unerring effect.

nual pension of fifty pounds.

I do not know how to give a very clear idea of th poem in a few lines. It is a long fable, full of hidde meaning, and the scene is laid in an imaginary land chivalry. His purpose was, "to fashion a gentlema or noble person in vertuous and gentle discipline. Each book of the poem is allegorical of some virtu such as temperance, friendship, courtesy, each defende by its own knight. We read of brave knights, captiv ladies guarded by dragons, besieged castles, witche enchanters and fairies. It is a "dark conceit," as th poet says, and is not much read in these days, becaus we do not care for the brave knights and fair damse of so long ago.

Spenser's imagination was wonderful; and his st

Whaling F. C. Smith commander

Saturday Feb 24th

Begins with a heavy gale from W. ship heading S to S by W. At 2 P M put the ship under close reefed main topsail and spencers. M part strong gales from W. S W. with terrible squalls ship great deal of water Waste Boat turned up. fore topmast staysail blew away ship under goose wing main topsail & spencers. Latter part fresh breezes from S W. At 8 A M wore ship and made sail steering W. N W. heavy swell on.

Lat 57 44 S.
Long 72.49 W.

Sunday Feb 25th

Begins with fresh breezes from S W. steering W. N W. to day I am 12 years of age and I am 220 miles W of Cape Horn. bearing N E by E 1/4 E. I opened one of my cakes. and treated all of the Officers Cooper & Steward with cake & wine and they drank and eat my health.

To James A Smith on his birth day the 24th of February 1860 on board Ship James.
By George G Faville 4th Officer.

The 24th of February hath come to thee
Far out upon the deep blue sea
In years gone by you have been at home
With friends around when Birth days come
Friends you have here though not long tried
But still I think he will abide
Till two or three years pass away
If we are blessed with health each day
Then take this note and read these lines
If you doth feel so inclined
And think one friend I have with me
Far out upon the deep blue sea.

Lat 57 29 S
Long 72 20 W
Latter part light winds with fog.
!!! Part fresh breezes from S W

Ship JANUS bound Towards

Monday Feb 26th

Begins with light breezes from W.N.W. Ship heading S.W. all sail out saw porpoises, few birds around. M & latter part fresh breezes from W.N.W. Ship heading S.W. raining.

No Obs.

Tuesday Feb 27th.

Begins with fresh breezes from W.N.W. with fog and rain Ship heading S.W. by the wind. M part fresh breezes from W.S.W. at 4 o'clock more Ship, latter part fresh breezes from W.S.W. Steering by the wind heading N.W.

Lat 58.32 S
Long 70.00 W

Wednesday Feb 28

Begins with fresh W.S.W. winds Ship heading N.W. topsails out. M part the wind veered to S.S.W. suddenly with little rain but soon cleared up. latter part steering N.W. & W.

Lat 52.02 S
Long 78.12 W

Thursday Mch 1st

Begins with fresh breezes from S.S.W. steering N.W. & W. good weather caught a porpoise M part light W winds Ship heading N.N.W. at 6 o'clock more ship latter part fresh breezes from N.W. Ship heading W.S.W. Employed furling the fore topmast staysail.

Lat 55.35 S
Long 78.41 W

Friday Mch 2nd

Begins with strong breezes from N.W. by N. Ship heading W. by S topsails out. M part strong breezes from N.N.W. at midnight wind to N.N.E. more ship to N.N.E. latter part strong winds from N. by E accompanied with passing squalls steering N.W. by W.

Lat 54.36 S
Long 80.38 W

the Sandwich Islands P. C. Smith commanding

Saturday Mch 3d

Begins with Strong gales from W by S. Steering NNW by N. At 2.30 PM reefed topsails and took in the fib Squally. M part fresh gales from W.S.W. Steering N.W. Ship under lower topsails and courses. Latter part fresh breezes from W.S.W. all sail out, steering NW by N.

Lat 52.22 S
Long 81.00 W

Sunday Mch 4th

Begins with fresh breezes from W. with Squalls steering NW by N. M part fresh breezes from W.S.W. steering N.W. by N. all sail out good weather. Latter part fresh breezes from W.S.W. all sail out steering NW by N½N.

Lat 49.42 S
Lon 81.20. W

Monday Mch 5th

Begins with clear weather and fresh breezes from S.W. steering NW by N½N. all sail out. at 3 P.M. Set Studding sails. saw one finback. M & L part light breezes from S.W. Steering NW by N½N. pleasant weather employed in ships duty, saw a grampus.

Lat 47.12 S.
Long 80.48 W.

Tuesday Mch 6th

Begins with S.W. winds and very light sent up Royal yards. and put the Watt Boat out also cleaned the hog works. M part light breezes from W. Steering NW by N½N. Latter part light winds from N.S.W. Signalized with an English Ship employed in breaking out. boards. Coopering Bread and breaking out sails.

Lat 45.52 S
Long 81.00 W

Ship James bound Towards the Sandwich

Ship James bound Toward the

Wednesday Mch 7th

Begins with light SW winds all sail out employed in breaking out. M part light breezes from S.S.E. steering N.N.W. Latter part light airs or thick fog steering the same.

No Obs

Thursday Mch 8th

Begins with light airs from S.S.E. steering N.N.W. put up Maintopmast staysail. M part light breezes from S.W. Latter part light winds from N. Ship heading W E. employed in breaking out. one sail in sight. —

Lat 42 50 S
Long 80 00 W

Friday Mch 9th

Begins with light winds from N.N.W. steering by the wind employed in breaking out. Cooper got his hurt with a cask. M & L part fresh breezes from N.N.W. ship heading W at 12 M. tacked ship to NE one sail in sight. No Obs

Saturday Mch 10th

Begins with thick weather and fresh breezes from N.N.W. Ship by the wind NE Cooper off duty. M part wind veered to SW steering N.N.W. Latter part strong SW wind steering N.N.W.

Lat 41 05 S
Long 79 35 W

Sunday Mch 11th

Begins with light SW winds steering N.N.W employed in scrubbing ship and breaking out for Butter & molasses. M & Latter part light W winds steering N by W to N.N.W. all sail out. two sails in sight.

Lat 38 40 S
Long 78.56 W

Islands 11 12 – 2½ W 6 lurch
15 lirch
18

Sandwich Islands 4 P. C Smith commander
Lizzie

Monday Mch 12th

Begins with light breezes from S W. Steering N. N.W. good weather Signalized with an English Ship three Sails in sight. M & Lepart light winds from S.S.E. Steering N N W employed in ships duty Saw a large School of porpoises and one sun fish.

Lat 36.42 S
Long 78 07 W

Tuesday Mch 13th

Begins with light S.S.E. winds with good weather steering N by W saw one sunfish nothing more to be seen. M part light breezes from S E steering N by W. Seattl part the same at ½ past 9 saw the Island of Juan Fernandez

Dist 52 miles,
Lat 34 26 S
Long 78 50 W

Wednesday Mch 14th

Begins with light breezes from S E steering N by W employed in putting the Port anchor on the Bow. M part light winds from S S E ~~steering N by W~~ ~~[illegible]~~ at 8 PM hove to of North End the Island Seattle part Ship lying off the Harbor taking of Ballast.

Thursday Mch 15th

Begins with light S S W winds lying off & on finished getting of Ballast at 4 PM sent two Boats the a fishing got about 2 BBls at Sunset kept off N by W for Honolulu, M & Lepart calm employed in breaking out Main Hole & stowing Ballast.

Lat 33 00 S
Long 78 56 W

Ship Panyus bound for the

Friday Mch 16th

Begins with light airs from W N W ship heading S W. one sail in sight. M part light winds from W N W. Stirring by the wind at 12 past ten tacked Ship. Second light winds from W N W, ship heading N E employed in bucking out between decks. one sail in sight.

Lat 32 20 S
Long 18.00 W

Saturday Mch 17th

Begins with light winds from N W stirring by the wind all sail out employed in ~~fam~~ Blubber room. M & Latter part light N W winds and good weather put a lot of spars on the bow. At 11 30 saw a Whale and stayed for him, one Brig in sight.

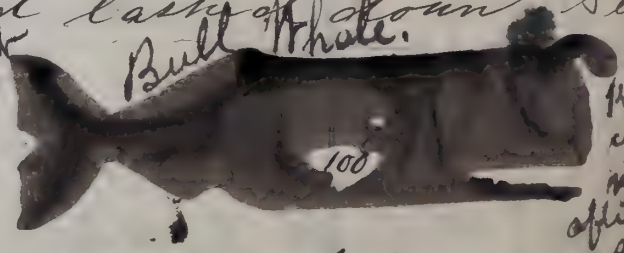
Lat 31 15 S
Long

Sunday Mch 18th

Begins with light N W winds and pleasant weather. The whale proves to be a large sperm ~~whale~~ going to windward, At 2 P M lowered the Boats At 4 P M boats struck, At 5 15 P M took the whale to the Ship, at 8 P M took his jaw in and lashed it down. Set the watch.

1 W Boat

Bull Whale.



killed in two minutes after being struck by Mr Perry

At daylight wore ship & cut off the head. After 12 M the weather became muggy, at 11 30 A M the wind shifted to S S W. with rain and strong wind. Thus ends employed in cutting

Lat
Long

Sandwich Islands F. H. Smith commander

Monday Mch 19th

Light winds from SW with rain. at 4 PM commenced boiling, at 9 PM finished boiling the Case and hove in the Head Skin. M & E part light SW winds stering NW employed in boiling & cut up the Blubber & Junk. Lat Long

Tuesday Mch 20th

Begins with light NW winds employed in boiling the Goat had a kid. M & E after part light winds from WNW stering by the wind heading NNE. employed in boiling. Lat 30 07 S Long 18 08 W

Wednesday Mch 21st

Begins with light winds from WNW ship heading NNE employed in boiling. Through the night and forenoon the weather was good with WNW winds ship by the wind N to NNE employed in boiling. Lat 29-59 S Long 17 00 W

Thursday Mch 22nd

Fresh breezes from WNW at 2 PM finished boiling. At the same time saw sperm whales at 3 PM lowered and struck killed one the rest of the whales went to the windward quick. At Sunset took the whale to the ship and cabled it. got Supper and set the watch. getting ready for cutting, M part light winds after part the same at day light commenced cutting. at 10 A M finished cutting employed in cut up the blubber.

L.B.B

Lat 29 03 S
Long 16 5[illegible]

April 24th 1875 Had a Snow Storm.

Ship. Janus Whaling.

Friday Mch 23rd

Begins with light winds commenced boiling and employed on coopering oil. M & E part light W winds stering by the wind heading N.N.W. Employed in boiling nothing in sight. Lat 28 16 S Long 7

Saturday Mch 24th

Begins with light W winds stering N.N.W. with good weather some birds in sight employed in boiling. M & E latter part light airs & calm finished boiling at 7 A.M. Saw one finback. employed in stowing down. Lat 27 54 S Long 7

Snowed April 24th 1875

27 Sunday Mch 25th

Begins with light airs & calm at 8 P.M wind shifted to S.W and wore ship to N.W by W. at 5 P.M finished stowing down. M & E part light winds S stering N.W by W ½ W Saw one finback. Lat 26 58 S Long 16 10 W

Monday Mch 26th

Begins with light S. winds stering N.W by W ½ W. Saw one humpback. M part light breze from S stering N.W by W ½ W latter part calm saw one Grampus. employed in fitting try works. Lat 25 41 S Long 17 50 W

Tuesday Mch 27

Begins with light airs from S stering N.W by W ½ W. Saw Blackfish forward for them but did not strike. M & E part light airs from S.E. stering N.W by W ½ W employed in fitting try works nothing in sight. Lat 24 49 S Long 18 42 W

Boston Massachusetts

Whaling

Tanned 14 1/2 — 280 — 2800 — 100 — 2900

166 2/3 — 14 — 664 — 1668 — 9650 — 2333 — 43 — 2416 — 20 — 3 Tanned

William Crosby 4 — 2390 — 375 — 2765 — 736 — 3425 — 2305 — 5 Tanned — No 17 — 48 pk

Wednesday Mch 28th

Begins with light SE winds stiring SW by W ½ W employed in various jobs, and employed in sending a cask of oil in between decks, some birds around, M & S part light airs from SE stiring NW by W ½ W employed in making a cover for the Try works and scrubbing ship Sam Black Fish going quick did not lower. Lat 24.06 S Long 1944 W

Thursday Mch 29th

Begins with a calm cooper employed in putting battens on the sail. M & Seattle part light wind from SE stiring NW by W ½ W Saw fin backs also saw bunches but the ship did not go any so we could not tell what they were. got one skip Jack. Lat 2332 S Long 8044 W

Friday Mch 30th

Begins with light airs from SE stiring NW by W ½ W saw some spouts also a bunch, M part light breezes from SE stiring NW by W ½ W Seattle part light breezes from E stiring the same employed in various jobs. Lat 2232 S Long 8144 W

Saturday Mch 31st

Begins with light breezes from E S E, to S E stiring NW by W ½ W employed in ships d[illegible] M & S part the same employed in painti[illegible] few things. Lat 21 22 [illegible] Long 82 [illegible]

Mr Kane S.S. Solcaidina

passed

Ship Sanus Whaling 1866

Sunday Apr 1st

Begins with fresh breezes from SE by S with good weather employed in ships duty, M & S part light E.S.E. winds steering NW by W ½ W nothing in sight.

Lat 20 18 S
Long 84 02 W

Monday Apr 2d

Begins with NE winds steering NW by W ½ W saw a small cask towed for it but there was nothing in it some fish around it. Saw one finback, M & S the part light winds from SE steering NW by W ½ W employed in mending sails. Sent in the fib and sent down the foresail for topsail and spanker and bent old ones.

Lat 18 16 S
Long 85 20 W

Tuesday Apr 3d

Begins with light SE winds and good weather employed in mending sails caught one fish. M & S part fresh breezes from E by S steering NW by W ½ W employed in mending sails.

Lat 18 05 S
Long 86 20 W

Wednesday Apr 4th

Begins with E by S winds employed in various jobs. Hauled up the starboard chain to clean. M and S the part fresh breezes from E.S.E. with squally weather employed in mending sails and scraping deadeyes.

Lat 16 34 S
Long 88 40 W

Thursday Apr 5th

Begins with fresh breezes from E S E with fine weather all hands employed. M & S the part strong winds from E.S.E. steering NW by W employed in putting canvas around it. Also sent down the t'gallant yard to put it. Saw finbacks.

Lat 14 50 S
Long 90 59 W

Frederick

Dugout Dugout Clark
Boat Spr Mexico
Boat Spr
Sister Mary Abbie
Georgia
South Carolina
Florida

Ship James Whaling

Friday Apr 6th

Begins with strong E S E. winds with good weather all hands busy about something. This afternoon a block fell from the Mizzen T. S. cross trees and came down through 2 of the Skylight windows also cracked one other glass. M & Seather past strong bouges from E S E. employed in setting up the Mizzen T M Back stays and Seizing of the Mizzen Riggen. also moved the cabin table over to the starboard side.

Lat 13 01 : S
Long 93 26 W

Saturday Apr 7th

Begins with strong E S E winds. employed in different jobs. This afternoon painted the wash house. M & S past strong winds from E S E employed in rattling down the Mizzen riggen.

Lat 9 15 S
Long 95 42 W

Sunday Apr 8th

Begins with strong E S E winds Steering N W all sail fitted to the Mizzen. M & S past strong winds from E. S E.

Steering W N W.
Lat 9 45 S
Long 98 14 W.

Monday Apr 9th

Begins with E S E winds steering W all sail out. M & Seather past the same. broke out in the fore hold.

Lat 9 10 S
Long 101 17 W

Tuesday Apr 10th

Begins with fresh trades steering W. M & S past fresh bouges from E by S Steering S saw porpoises.

Lat 8 4
Long 114

Mrs A J Smith

Mrs A J

Remarks on board of Ship James F. C. Smith

Remarks on board of Ship James

Ship James of New Bedford, Mass. (Wm. Wheeling)

Charlie Adams

Wednesday Apr. 11th

Begins with E by S winds with squally string W ½ S. M part fresh bruzes from E by S staring W ½ S. Latter part stering W N W. hun at raining all day.

Lat 8 28 S
Long 109-02 W

Thursday Apl 12th

Begins with squally weather stering N W by W. M & Latter part fresh bruzes from E by S. Stering W. N W. employed in scrubbing ship out side; Carpenter made another quarter gally every body employed to day I made a locker for the 4th mate

Lat 6-52 S
Long 109 25 W

Friday Apr 13th

Begins with light bruzes from E by S with good weather stering W. N W. employed in various jobs, one man off duty. M & Latter part light E & E winds stering W. N W. employed in painting the cabin windows.

Lat 5-42 S
Long 111.58 W

Saturday Apr 14th

Begins with light E & E. winds with good weather stering N. N W. M & Latter part winds S E stering W. N W. Stoped the watch below for waisting Bread picking the anchors and cleaning the windlass.

Lat 3, 56
Long 114-24 W

Sunday Apr 15th.

Begins with S E winds stering N W. Caught flying squid and put them in a bottle. Latter light winds from E N E stering W. plenty of rain

Lat not recorded
Long
mid

Commander 1866 four knives for scraping

Offline

F. C. Smith Commander 1866.

Ship James of New Bd

Monday Apr 16th

Begins with light ENE winds stiring N.W. caught six skip jacks. M & Sattu part light airs from E.N.E. stiring N.W. by W. employed in painting the wind lass also the chain plates.

Lat 54.00 South
Long 117-27 W

Tuesday Apr 17th

Begins with light airs from E.N.E. stiring N.N.W. at 2 P.M. lowered for Blackfish. also saw some cow fish did not get fast. Carpenter employed in getting out a spar for the house. M. & Sattu part [illegible] airs from N.E. stiring N.N.W. caught on fish with the Iron. also put the spar up forward of the house.

Lat 00.09 N.
Long 117 30 W

Wednesday Apr 18th

Begins with light N.E. winds stiring N.W by N. M & Sattu part light winds from E.N.E. stiring N.N.W. saw porpoises white water employed in various jobs carpenter making two stanchions.

Lat 1.18 N
Long 117.36 W

Thursday Apr 19th

Begins with light E.S.E. winds stiring N.N.W. saw one finback. M & Sattu part light S.E. winds stiring N.N.W. caught two porpoises and struck one

Lat 3.17 S
Long 118 18 W

Friday Apr 20

Begins with light S winds stiring N.N.W. M and Sattu part light S winds stiring N.N.W.

Lat 4.47
Long 118

Run

Ship JANUS of New Bedford bound

Saturday Apr 21st

Begins with light airs & calm saw porpoises, quite a heavy swell having to the North. M & S part light variable winds steering N.N.W plenty of rain.

Lat 8 22 N
Long 119-10 W

Sunday Apr 22d

Begins with a calm, at 6 P.M had light airs from E.S.E. with indications of a breze from the N.E. M & latter part light airs and calm saw Blackfish lowered got one LB No Bls
DR 5-50 118-20

2 B 2 Bls
Blackfish

Monday Apr 23d

Light airs and calm with some light squalls saw Blackfish got two LB 4 WB 5, M part E N E winds with rain latter part squally. wind E N E. employed in cutting up the Blackfish. ~~No Bls~~

Tuesday Apr 24th

Begins with light winds from E with cloudy weather. some squalls. Broke the Machine mixing. saw Blackfish porpoises. M part light S E winds with rain latter part strong N E trades steering N W by W employed in boiling.

Lat 8-16 N
Long 121.13 W

Wednesday Apr 25th

Begins with strong N E trades with good weather steering W. N W. M & latter part strong trades steering W N W employed in taking out water and various other jobs. rain.

Lat 9.46 N
Long 124.13 W
Dist 202 Miles
Course W N W

for the Sandwich Islands F. C. Smith commander
1899

Thursday Apr 26th
Begins with strong trades good weather all sail out. M & S part strong trades stiring W.N.W. put a star in the Boat.
Lat 11.26 S
Long 127.10 W
Dist 202 miles

Friday Apr 27th
Begins with NE trades good weather coiled two lines. employed in various jobs. M & Sattu part fresh trades ~~stiring~~ W by N ½ N all sail out all hands busy Steward not very well.
Lat 12.40 N.
Long 130.16 W
Dist 200 Miles

Saturday A28th
Begins with light trades and good weather plenty of flying fish. M & Sattu part fresh breezes from NE stiring W by N ½ N employed in various jobs painting the galley also the house. carpenter put up a petition for a dry house.
Lat 13.50 N
Long 132 44 W
Dist 160 Miles

Sunday Apr 29th
Begins with fresh trades busy fitting ship. Steward off duty sick took a man from forward and put in. M & Sattu part fresh trades good weather.
Lat 14 38 N
Long 135.31 W
Dist 130 Miles

Monday Apr 30th
Begins with light trades in hope to get in a week from to day. M & S part fresh trades stiring W by N. painting the house. caught one porpoise.
Lat 15.29 N
Long 138.12 W
Dist 130 Miles

Tuesday May 1st
Begins with strong trades and good weather. M & Sattu part strong trades good weather. carpenter making a side ladder.
Lat 16 28 N
Long

Ship James bound for the Sandwich

Wednesday May 2d

Begins with light trades steering W by N all hands employed. M & Se Strong trades with Squalls busy Painting and fitting rigging.

Lat 17 31 N
Long 144-27 W
Dist 193 Miles

Thursday May 3d

Begins with fresh trades good weather busy about ship, Me part Strong trades Seattle part light with squalls busy in Painting & Sailorizing also making a name for my Boat, &

Lat 18.26 N
Long 146.56 W
Dist 153 Miles

Friday May 4th

Begins with light trades and some Squalls Me part fresh breze with rain Se part good weather light trades steering W by N, employed in breaking out fore hold.

Lat 18-03 N.
Long 149.22 W
Dist 143 Miles

Saturday May 5th

Begins with light trades, busy breaking out Main hold, Me & Se part light trades good weather steering W ½ N. busy coopering Blacksmithing Carpentering Painting and Sailorizing, &

Lat 18 45 N
Long 151 03 W,

Sunday May 6th

Begins with light trades, Painted the foremast and Starboard boats name, also sent down the Spanker gaff and fitted the Vangs and lift, Me & Seattle part light winds steering W ½ N good weather.

Lat 20 12 N
Long 152 43 W

Monday May 7th

Begins with light trades saw porpoises, Me & Se part light winds saw the Island of Oahu [illegible] sixty miles, Lat 20 49 N Long 154 48 W

58
20
760

Islands. F. C. Smith Commander

Tuesday May 8th

Begins with fresh breezes from the Island of Nowee W & S part fresh breeze running down Nowee & Morotai at 12 o'clock the west end of Morotai bore S distance 8 miles. Steering for Honolulu The California & Honolulu Packet in company "D C Murray"

Wednesday May 9th

Begins with light breeze at ½ PM anchored in the outer roadstead of Honolulu Harbor Sounds furling sails.

12
30
31 required

A whaleship 300 Tons carries five boats as a general thing namely (S.B.) Starboard Boat. (L.B.) Larboard Boat. (W.B.) 12 Cet. Waist-Boat. (L.B.B) Larboard Boy Boat. (S.B.B) Starboard Boy Boat. The Captain takes charge of the S.B. the 12 Cet. Chief Mate takes charge of the L.B. 2nd Mate of the W.B. Third Mate of the L.B.B. and the 4th Mate of the S.B.B. Each Officer has a man belonging to their respective boats one man is called a Boatsteerer. He has to keep the boat in order and strike whales when he has an opportunity, for whaling when whales are seen and the Captain thinks there is a chance to capture one in question order to call all hands (providing they are not all on deck) and to get the boats ready for lowering. There are six men to each boat and each one has his respective place and are called Harpooner Boat Oarsman Middle Oarsman Tub Oarsman & Steerer. The Boatsteerer pulls what is termed the Harpoon Gun. The Officer draws the boat until a whale is harpooned by the Boatsteerer then they change sides and the Officer lances the whale to kill it. When a whale is captured it is made an account of in the Log Book and marked in a book which stands at sea. Had a part of the [illegible] would [illegible]

Smith, Smith, Jones & Browne

Ship James Towards the

Ship James Towards the Arctic Ocean whaling Francis C. Smith Master

Smith Jones & B

May 20th Sea Account.

At 3 PM took anchor and went out of Honolulu Harbor. At 5 PM Capt came on board kept off to the westward, in Co with Barque Cambridge & Hemp stead for California. At noon we were off to the North of A Tooi. with Strong N E trades saw a Bark steering W. Lat 22 44 N

Smith Jones & Brown of New York Long 8 8 E 88 W

Monday May 21st

Strong N E trades steering N W. all sail out. M & S part the same steering N W by W.

James F Smith Capt. Lat 28 48 N

Tuesday May 22d Long 161 44 W

Strong N E trades and muggy. Steering N W by W. Fore & Mizz T E in. M & S part moderate. At 10 A M set Studding sails. Obliged to kill one bullock as it could not stand.

Gildersleeve. Sundahl. Hill Bath. Lat 28 26 N

Wednesday May 23d Long 164 44 W

Strong trades and good weather. Steering N W by W. Another Bullock down obliged to kill. We brought out from Honolulu 4 Bullock 12 Sheep and 6 pigs. M & S part fresh breezes with good weather. Steering N W by W. employed in painting Boats and picking over potatoes. and curing Beef.

Lat 30 28 N

Long 166. 88 W

Thursday May 24th

Begins with light trades all hands busy. M & S part light S E winds steering N W. All hands employed in bucking out between decks.

Lat 32 02 N

Long 162 58 W

Arctic Ocean Whaling 1866.

Friday May 25th

Begins with light SE winds with good weather all hands busy. M part wind SE Scatter part wind fresh N with rain. Lat 34.04 N Long 162.01 W

Home sweet home I love my home as well as you

Saturday May 26th

Begins with fresh North winds ship heading N by E at 4 PM tacked ship to W.N.W. M & Scatter part light N.NE. winds ship heading N.W. good weather air cool employed in picking over potatoes. Lat 34.46 N Long 162.58 W

Sunday ~~Saturday~~ May 27th

Begins with light NE winds ship heading N.N.W. Sent up new Main top G sail. M part light NE winds Steering N.N.W. Scatter part light SE winds good weather. Saw one finback. Lat 35.32 N Long 170.28 W

Monday May 28th

Begins with fresh SE winds steering N by W. M & Scatter part Strong SE Steering N by W. with rain and fog. No Obs.

Tuesday May 29th

Begins with strong winds from W to W.N.W. fore & mizzen royal furled. Mr Baville sick 2 mon forward and boatsteers. M & Scatter part light airs & calm Saw some Seals a good lookout kept but no whales. Lat 41-11 N Long 169-56 W

Wednesday May 30th

Begins with light airs. Steering N.N.W. brought water M part about the same. Scatter part had rain and increase of wind which inclined to the W. at noon Ship under F. & M topsails. Everything furled. Lat 48 26 N Long 168-45 W

Chilly Dear Mother My dear Mother

Ship "James" Bound to the Arctic

Thursday May 31st 1866

Begins with a heavy gale from W. S.W. Ship lying to under lee clue of main topsail, fore topmast stagsail fore & main spunes. S. B. Boat turned up on the cranes. Ship makes very good weather. M part very severe gale. turned up the S. Boat. came very near losing her. broke one of the beams & lost one of the cranes Sat part some moderate.

Lat 44-06 N
Long 168-10 W

Friday June 1st

Begins with a gale from W. Ship under lower topsails heading N.N.W. Killed a sheep. M & E part strong gales and squally. Ship under lower topsails and courses. Breaking out shooks with many other jobs.

Lat 45 05 N
Long 169-10 W

Saturday June 2d

Begins with strong gales from W. accompanied with squalls and rugged weather. Ship by the wind N.W. 1/4 N. Under lower topsails. this forenoon supplied the crew with slops. M part strong winds from W.S.W. with heavy squalls and a bad sea. E & the part the same employed in breaking out fore hold.

Lat 46 20 N
Long 169 15 W

Sunday June 3d

Begins with heavy squalls and bad weather employed in setting up shooks. and putting salt water in the fore hold. M part no change Mainsail furled.

Lat 48-22. N
Long 170-03. W

Euclopis from Home

Whaling T. C. Smith Commander 1866

Monday June 4th

Strong gales from S.W. with cloudy weather and considerable rain. Ship under lower topsails courses and jibs. Steering N.W. by W. weather very rugged. M part the same. Latter part wind decreased and made sail.

Lat 48-12 N
Long 172-08 W

Tuesday June 5th

Begins with light winds from S.S.E. steering N.W. by N ½ N. All sail out employed about ship. During the night we run with a good breze from S.E. at 8 A.M. heading N by E by the winds. Under lower topsails, wore ship. No Obs.

Wednesday June 6th

Begins with a heavy gale and bad sea, rolled the Starboard Bow Boat under and stove her. at 8 P.M. began to lull, and in the morning there was but very little wind, but a heavy cross swell. No Obs.

Thursday June 7th

Begins with light airs and a heavy sea and thick fog. Ship under topsails. at 2 P.M. wore ship. M part ~~calm~~ light airs at 8 P.M. wore ship. to the N.

Lat 50-41 N
Long 171-52 W

Friday June 8th

Begins with light winds from E.N.E. Ship head N. fore & main T.G. sails out. killed a Winter M part light W.N.W. winds with rain, at 9 wore ship.

Lat No Ob

Saturday June 9th

Begins with light airs & calms at 12 M more ship. Cloudy weather Saw some Seals. Killed a Bullock. M & S part light airs from W. Ship heading N.N.W at 2 a m more ship to W.N.W. employed in Stowing of the foreheld. Lat 57.30 N Long 171.23 W

Sunday June 10th

Begins with light W winds Ship heading N.N.W. cloudy weather. M part light airs from W. Stowing N.N.W. by the wind. At 6 a m Saw "Segrane" Island bearing W.N.W Dist 50 miles. at 8 a m Saw Amaukhta Island to the N East. One Barque in Sight Stowing North. Lat 52.06 N, Long 171.58 W

Monday June 11th

Very light airs from W to W. Put the Boats adrift towed till ½ past 3 when the wind dropped off and and a light air sprung up from the N.E. Got up the Boats. On Amaukhta Island there is a Volcano Burning which sends up Volcanic Smoke in perfect clouds. Saw a large number of Killers. M part light airs from N.N.E. lowered down the Boats and towed until 10 o'clock. S part light winds and fog squalls. One Bark in Sight.

Tuesday June 12th

Begins with fresh breezes. Bark went out of sight to the North. Made a head breaker. also mend the blubber box. Saw Killers. M part fresh E. winds Stowing N.W. all sail. Latter part employed in fitting Mincing Machine.

Ocean Whaling Company

Wednesday June 13th

Begins with a calm Sea and fineback, on the watch in sight everybody doing some thing M part light winds from W by S Ship heading W.N.W. all sail out. Latter part fresh breezes from S W, Steering N W by N employed in stowing off the after hold.

No Obs

Thursday June 14th

Begins with a pretty stiff breeze from S W case N W by N finished stowing off. M & part fresh S W winds with squally weather latter part light N.N.W. winds with foggy weather employed in fitting stove pipe guns for whales No Obs.

Friday June 15th

Begins with light N.N.W. winds with clear weather Sea finbacks. M part light winds with fog latter part light W.S.W. winds at 6 & 1/2 o'clock tacked Ship to N.W.

Lat	58.00	N
Long	16.00	W

Saturday June 16th

Begins with light W.N.W. winds with fog squalls made some Tuffs. M & S part calm employed in fitting the Cutting Stage and various other jobs Noon Ship at 12 o'clock.

Lat	
Long	

Sunday June 17th

Begins with a calm with pleasant weather all hands unpleged. M part steering S W wind with good weather latter part the same Saw a large Right Whale lowered for him but did not succeed steering N W.

Lat	60.00	N
Long	172.22	W

Ship Janus Whaling. Towards the Arctic

Monday June 18th

Begins with light winds with fog plenty of birds around. M & S part light winds from NW to NNW W to WNW. Killed 4 Ships. # Ship heading Lat 61 13 N Long 180.26 W

Tuesday June 19th

Begins with light winds from N E heading NNW employed in fitting cross nest. killed a Bullock at 1 PM saw land also some Cedar crackers. M & S part calm. Capes Navarin & Thadeus in sight also 3 Sails. # No Obs.

Wednesday J 20th

Begins with a calm Ship in the Ice of Cape Navarin sent the Boats in the Ice cruising, but did not see anything. M & S part light winds from N.N.W. Ship heading N E. Land 20 miles off. Lat 62 02 N Long 180 46 W

Thursday June 21st

Begins with light winds from S W. Steering by the wind cruising two Sails in sight employed in setting up Shooks. finished the cross nest. Saw one Seal. Spoke Barks Hellen Mar & Peru. M & S part light winds with good weather. running down along the Land Peru in Co and the other one in sight Say dive fish 2 No bsl

Friday June 22d

Begins with light winds. at 1 PM lowered down two Boats and went in Shore a gunning got 6 ducks. Saw one Reindeer & 3 Bears. and thousands of ducks. got a few curiosities Saw 3 Bipsarks. M part foggy hauled off Shore. off Cape Peru. there was a body of Ice. extending off from the Shore. The Peru saw two Bowhead but did not strike. The weather now is moderate

Steamship Mediator passed from bottom bound Lighthouse at 2-30 PM 2d 24th 1873
Ocean. F. C. Smith Commander 1866.

Saturday June 23.d

Moderate weather large barge bodies of Ice to the North. Steering along the Ice to the N.W. Spoked with the "Peru". Capt James F. Smith Eldest Son of Capt Frank Smith of New London. M part thick fog. Latter part had a good breze from S.S.E. with thick fog, at noon cleared up a little. Peru saw one Bowhead

Sunday June 24th

Clear pleasant weather plenty of Ice to the N.W & N. no whales to be seen thus far. Two Kanakas off duty. M & L part light airs from N to S. no whales to be seen. Spoke the "Peru".

Lat 63.26 N
Long 180 26 W

Monday June 25th

Begins with a Calm Peru in company land in sight. M part light winds from S.W. Latter part fresh winds from S. Steering NE by N. Peru in Co.

Lat 63 22 N
Long 178-10 W

Tuesday June 26th

Begins with fresh S winds Steering N.N.E. Topsails out T.G. Sails furled. M & L part fresh S.S.W. winds steering from N.W to N.E. "Peru" in Co. Saw some humpbacks & finbacks, opened one of my cakes just as fresh as ever.

Lat 64 11 N
Long 175 12 W

Wednesday June 27th

Begins with light S.S.W winds. Steering N.N.W. at 12 M saw the Ice hufed to the wind S.W. Spoke the "Peru". at 8 PM now ship M & L part light winds saw the Ice Spoke Barque "Minerva" one whale. Peru in sight.

NO OBS.

Ship Knowing in Arctic Sea Whaling

Thursday June 28th

Begins with light winds with thick fog. 2 Sails in sight. M & S part light airs and calm Ice Sand & 2 sails in sight little foggy killed 6 Ships. No Obs.

Friday June 29th

Begins with a light air from SW by S. Spoke the "Minerva" & "Norman". The latter is nine months out not a drop. M & S part light airs with some fog 5 Sails in sight. when clear. No Obs.

Saturday June 30th

Begins with light airs and calm with thick fog. At 8 o'clock saw 2 Bowhead lowered 8 boats but did not see them again. M part calm with thick fog & rain. S part the same with the exceptions of clear weather stoving in for the land & no sails in sight.

Lat 64.05 N
Long 123.00 W

Sunday July 1st

Begins with light winds and clear weather saw two sails at anchor also several more in sight "Pelle" in sight. At 3 PM lowered for Rifsack but did not get fast. M & S part fine weather spoke the "Pelle". St Lawrence Island in sight. also plenty of Ice.

Lat 64.04 N
Long 123.03 W

Monday July 2d

Begins with light winds and fog squalls beating up along the land in very strong current. M & S both parts fresh breezes from SE N. heading W. plenty of Ice in sight some fog. Pelle in sight

Lat 64.10 N
Long 128.33 W

Wyanoke
New York

F. C. Smith Commander

Tuesday July 3d

Begins with fresh breezes from S.S.W. heading W quite good weather. M & S part light S.S.W. winds with cloudy weather. "Perin" Co. saw Ice & land.

Lat 64 08 N
Long 134.00 W

Wednesday July 4th

Begins with light airs from E steering W by N spoke the "Peru" employed in making submitt for the Cars. M & S part the wind was light from the E with thick fog. Steering W.N.W. "Peru" in Company. No Obs.

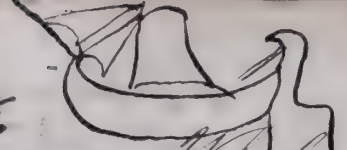
Thursday July 5th

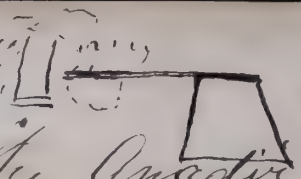
Light airs from S.E. 43 fathoms of water. Spoke Ship "St. George" Soule New Bedford. Clean Capt Soule was from the head of Anadir sea. where he left 2 ships & in Company come out with him. and we spoke the "Anashonks" Capt Norton, and "Peru" two of the Ships stove in the Ice "Daniel Wood" & "Winslow" French ships. M & S part, light winds with thick fog.

Friday July 6th

Begins with light wind from S.S.E. some fog saw Ice & sails. also two whales of some kind. It came in foggy so we did not see them again. M & S part light winds from W.S.W. Gamed with "Northern Light" "John P. West" "Anashonks" and "St. George" all clean but the N. Light. She has two whales. head of the death of Capt Fish of Bark "Nile" he died 4th of July at 12 o'clock his remains are going to be put in Liquor. they saw nine ships at anchor in shore and stuzed for them hoping to find the "Eliza Adams" in there for his Brother is Master. Soon [illegible] Thick fog Capts gone aboard.

Florida 5 W	
Splendid 5 W	
Almira 1 "	
Congress 3 "	
G. Troop 3 "	
Julian 8 "	
John Howland 3	
T. Dickerson clean	
Anashonks clean "	
N. Light 2 W	
Nile Capt Sick 3 "	
President 4 "	
Reindeer 5	
G. Lewis 2 "	
Howland 10 "	
Reindeer 1 "	





Ship Janus Whaling in the Arctic

Saturday July 7th

Begins with light winds from SE with cloudy weather no sails in sight. Saw one spout. M & S part light winds from NNE. with rain & thick fog. Saw 2 Ripsacks. No Obs

Sunday July 8th

Begins with light winds with fog & rain Ship lying aback. heading ENE. Broke out water. M part light WNW winds Ship heading N. Some fog off Plover Bay

No Obs

Monday July 9th

Begins with light airs & calm lowered for Ripsacks. 4 Sails in sight. Some Ice round. M & S part light airs and calm. Sent in three boats to cruise along shore. Saw some Ripsacks. Several Ships in sight. Supplied Capt Fish of Bark "Nile" (Brother the Deceased Capt Fish) with ten Galls of rum for this Deceased Brothers body which they have put up in liquor.

Lat 64 42 N.
Long 171-55 W.

Tuesday July 10th

Begins with fine pleasant weather at ½ past 4 Boats returned No Whales Stood to the North of Shoal water point, at 8 PM hauled aback, Six Ships in sight. Had a boat load of Natives off. M part Foggy. S & two part light airs & calm. Saw "Pera" and one more sail in sight. Saw some Ripsacks, plenty of seals.

Lat 64 51 N
Long 171.56 W.

Wednesday July 11th

Begins with light airs and good weather Spoke the "Pera". M & S part thick fog. Steering NE & N by E.

No Obs.

Broadway

Mrs Sarah A Shafer.

Journal

Sea F. C. Smith Commander 1866.

Thursday July 12th

Light airs from S. at 2 PM fog cleared. Stood in for St Laurence Bay. At 6 thick fog. anchored in 8 1/2 fathoms water. South head bore SW 1/2 S. North head NE by N. Spoke Bark Robert Towns. 2 whales boiling Ripsack. had a boat load of Natives aboard Diomede bore NE by E. Peru in Co. ~~M & S part light airs & Calm Two ships in sight. thick fog Stu NE & N by E~~

~~Wednesday July 11th~~

M & S Latter part light SW winds and foggy. two Boats went out around the Sand Spit in the inner harbor. Saw some Ripsacks going N.

Friday July 13th

Light winds from SW with fog. M & S latter part Much the same. Shot a few Ducks. Visited by many of the Natives. they had but little trade. No whale bone having sold it to the trading Vessels. M & S part clear weather. No whales. Boats off cruising.

Saturday July 14th

Begins with fresh SW winds and clear weather Barques "O Crocker" & Joseph Maxwell came in and anchored on the N. ~~shore~~ side of the Bay. M part the same. At 8 AM weighed anchor. and worked down to the North side of the Bay. with a moderate gale from NE. At 11-30 AM anchored in 9 1/2 fathoms water two miles from the Shore Cape Nunivagna bore NE by E. Cape Kingungum S. Bluff or South side of inner harbor North side W by N. Barques "Peru." "O. Crocker." "Joseph Maxwell" and Robert Towns in Company. at anchor at noon thick and rainy.

Ship James Whaling.

Sunday July 15th

Begins with a gale from NE and rain. Ship at anchor in St Lawrence bay. The O Crocker is just from the head of Anadir Sea reports a great deal of heavy Ice and no Whales. left a good many ships there also a good many making out of the Ice. M part calm Latter part Strong winds from S. Ship at anchor went on shore and got 34 ducks. Ship Congress came in and anchored.

Monday July 16th

Begins with Strong S winds. Olivi Crocker got under way and left. Saw one Bark passdown by. had a boat load of Natives on board bought a barrel of Oil. M & E part Strong winds from S. Ship Congress & Joe Maxwell took anchor. Natives stayed on board all night. N

Tuesday July 17.

Begins with Stiffly S, winds Sent two Boats in running got 18 ducks, saw a Caucasian on the Shore. Capt Smith took Supper. M & E part light winds with thick fog, ~~at daylight~~

Wednesday July 18th

Begins with a light wind from E. S E. took our anchor hoping to get in the Straits but had to return, had two Boats load of Natives off. M & E part light E. S E. winds with fog & rain. had a boat load of Natives off with two Deers.

Behring Straits 1866.

Thursday July 19th

Begins with light winds and fog Squalls saw a Ship come in the Bay & anchor. Saw plenty of ducks, M & Seattle part paid from N.W. A boat came from Bark "Eugenia" "Stun" New Bedford which was anchored in the Bay. The Eugenia had been on a reef on the Northside of Crickanchuchin Island - lost false keel and on hand his rudder except the upper pindle. Capt Stun asks to come into the upper harbor with him and assist in putting his Ship in order so he can go to Sea. which request I excepted with "Pelt" in Co.

Friday July 20th

All the Ships got under way and came into the upper bay which is a Splendid on the Sea side by a low Island. Anchored in 17 fathoms water, with muddy Bottom. M & Seattle part fine weather & Boats off cruising for whales. Eugenia took her rudder in on deck, found the two lower pindles broken off and the fastening to the upper gudgeon also broken to.

Saturday July 21st

Pleasant weather with light SW winds. Went in a gunning on the Sand Island ~~and~~ with Pattie and got 39 ducks. 8 Ships passed by the bay going into the Arctic. Breaking out cask for water. Boats returned no whales except a few Rifsacks. M & Seattle part raining coopered 2 cask of Bread also got off 84 bbls Water. The two Blacksmiths on board of the Eugenia fitting or rather making rudder pindles.

New York Aurora

Sloop

Jacob, Ship St Lawrence Bay 1866

Monday July 22d

Begins with Pleasant weather got off 8 boats load of small Ballast (11 tons) at anchor in the outer bay. John Howland, 4 whales. M part good weather Latter part light winds and rain a large body of Ice came into the bay. John Howland sailed two ships in sight in the straits Blacksmiths at work on board the Enjima on rudder pindles ~~M & Latter part foggy~~ four boats off cruising for whales.

Monday July 23d

Begins with thick rain weather bay full of Ice finished the rudder. M & Latter part foggy Sent out three boats cruising. Spoke Ship "Martha" boats she was just from Cape Navarin and head of Okhotsk Sea. but did not see any whales. Engenius rudder pindles finished and hung. Capt Stan will now continue cruising the Season out as he has fitted his rudder.

Tuesday July 24th

Good weather Ships in sight off in the straits no one hoiling. boats returned. M & Latter part foggy Wind E.S.E. three boats went off cruising returned. no whales. Boat spoke Bark "Mercury" Pooker N B all at anchor in St Lawrence Bay

Wednesday July 25th

Begins with rain & fog. Sent out gunning & killed 4 Father killed 25. M & Latter fair weather Shot some ducks. Sam Bypsacks

New York Aug 12 1875

Boston

James S. R. Mullin & Nance

Holiday

Ship James Whaling in the N. Pacific Cargo
Mrs Lizzie L. Smith Master

Thursday July 26th. Foggy Clear. Cold.

At 1 PM weighed anchor and worked out of the bay San Ripsacks. Two ships off North head, "Dora" & "Eugenia" in Company at 5 PM fog shut down light airs from NE. M & Leather part fresh gale from S. S.E. attended with fog & rain. "Eugenia" & "Peru" in Co. Nasty disagreable weather. Ship on alternate tacks. E.S.E. W.S.W.

Friday July 27th

Begins with strong gales from S by W rain & fog. Ship on alternate tacks by the wind, at 6 PM the fog lighten and found ourselves 12 miles South of Dionne der Island land all in sight to W. Cape East plain in sight. Kept off for the Arctic run to the N of Donnell and hove to, at 6 a M kept off N.NE. now blowing a gale passed a big lying to the wind to S.S.W. at noon hove ship to S.W. by W under bower Maintopsail Main Spanker & foretopmast staysail blowing heavy and a very bad sea running

Lat 66 35 N
Long 168 45 W

Saturday July 28th

Begins with a severe gale from S. attended with a sharp and high sea. Ship lying to under bowers maintopsail mainspanker & foretopmast staysail at 5 PM moderated some set bower foretopsail and kept off N.W by W. M & Leather part light airs with some fog & cloudy weather. Ship working to the N. saw nothing but walruses.

Lat 67 32 N D.R.
Long 168-06 W. do.

Sunday July 29th

Begins with light airs from S with cloudy weather a foggy some walruses in sight. M part moderate with fog. Leather part fresh winds from S with good weather steering N.N.E.

Ship "James," in the Arctic Ocean 1864

Monday July 30th

Begins with strong S winds with fog & rain at 4 PM lufted to the wind W.S.W. took in stopsails T & sails main royal fit & flying M part fresh winds from SE to S. Seattle part light winds from S.S.E. with rain.

Tuesday July 31st

Begins with fresh breeze from S.S.E. steering NE. with some rain & fog. at half past 5 lufted to the wind SW by W. thick as mud. M part strong winds from S with thick fog. Seattle part wind shifted to WNW at 2½ AM now Ship.

Lat 62-33 N
Long 168 52 W

Wednesday Aug 1st

Begins with clear weather and a fresh breeze from W.N.W. stowed down the starboard chain. Spoke Bark Florence Loveland one whale bound to Cape Lisburne after water. M & Seattle part fresh winds and good weather steering N W by the wind.

Lat 2018 N.
Long 168-12 W

Thursday Aug 2d

Begins with N wind. at 2 PM tacked to S. up to the Ice. Spoke Barque Louisa N. Bedford. 2 whales, one other ship in sight. M & S part fresh winds from SW beating up along the Ice. saw two Kipsacks.

Friday Aug 3rd

Begins with fresh SW winds steering E two sails in sight M & Seattle part fresh winds from SE. Spoke Bark James Allen 11 months and 10 days out with 50 bls of sperm oil. Capt had a lame leg. [illegible] out Bread & Pork [illegible]

Lat 62 53. N
Long 167 55 W

Boston Mass. Edgartown Mass 1866

Ship "Janus" in the Arctic Ocean

~~Satur~~ Saturday Aug 4th

Begins with strong winds from SE with good weather one sail in sight also Ice. Ship under whole topsails fore topmast staysail foresail spanker light airs & calm. Ice & 4 sails in sight. M & Latter part

Lat 70-08 N
Long 170.20 W

Sunday Aug 5th

Begins with light airs & calm. Ice & 4 sails in sight, M & Latter part light winds from N.NE. with rain & snow, sew & chang a bowhead could not get fast. Spoke barks Eugenia Pamerlane clear several ships in sight

Lat 7-12 N
Long 170-30 W

Monday Aug 6th.

Light NE winds & cloudy weather spoke "Joseph Maxwell" clear, "Addison" clear "Mercury" do "Mt Walaston" do, "Illinois" do "Pamerlane" do "Eugenia" do, "Congress" 2 W. "Almira" 2 W. "Cowser", 2 W. M & Latter part, strong gales from N.NE. with rain & snow. Cruising near the Ice. Spoke Bark "Ontario" Barnes, New Bedford, 4 whales, Capt Barnes reports whales in Lat 72 & Long 170 to 174 W. Some ships have done well. Kept off W.SW. Eugenias boat capsized. *

N Obs D.R.

Tuesday Aug 7th

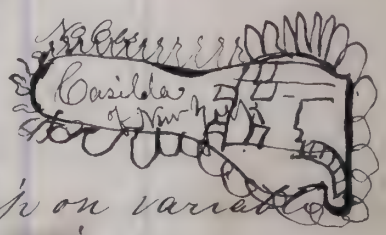
Lat 70-12 N. Long 171.00

Begins with a gale from N.NE. accompanied with rain run to the Westward untill 8 PM. then shortened sail and hauled to E by N by the wind. Some heavy Ice about. "Eugenia" "Ontario" & Pamerlane in Company no whales seen. Some fog, M. part moderate Latter part calm with thick fog. at 12 o'clock wore ship. ~~M & L part light winds from E.N.E. thick fog~~

Ship "Janus." Cruising in the

Wednesday Aug 8th 1866.

Begins with calm and foggy weather. The sea very smooth. — 16 fathoms water. Off duty Mr Penny (3d officer) with a sprained knee & hand. John Bell. sore foot. M & Sattn part light E & NE. winds with thick fog.



Thursday Aug 9th

Begins with light E & NE. winds with fog ship on variable tacks. M & Sattn part light NE winds with fog with exceptions of lighting up once in a while saw a Seal.

Lat 70-18 N
Long 171-20 W

Friday Aug 10th

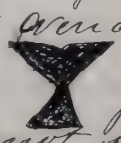
Begins with light N.NE. winds with thick fog. lighting up occasionally. Ship on alternate tacks. Saw saw two walrus. M & Sattn part light N W winds with cloudy weather. Saw one Seal some ice around.

Lat 70,20 N
Long 173-22 W

Saturday Aug 11th

Begins with light N W winds with cloudy weather at 4 PM wore ship. M part foggy Sattn part light N N W. Spoke Bark "Stephania" right from Pel had to put in on account of small Pox. They had a letter for us from uncle Rufus. Asa & Jethro Cottle was with him. all well. She is now 26 months out with 5 hundred bbls.

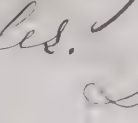
Sunday Aug 12th

Begins with light winds from N.N W with cloudy weather. Saw a Bowhead  going quick to the Northward & Eastward concluded but did not see it again. Saw three Ships all looking North. M & Sattn part light North winds Ship work to the North some fog and ice.

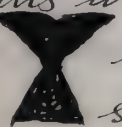
Mr Rufus E Smith Mysh 26th

Arctic Ocean for Whales. Know

Monday Aug 13th

Begins with light N.NE. winds with good weather Ship looking to the N. 9 sails in sight. Saw Bowheads  lowered but did not get fast. several ships in sight. Spoke the "Coral" 3 whales. M & Se part light winds with some fog. spoke N.S. Perkins chased the Gold Island } Lat 71 00 N Long 124 18 W

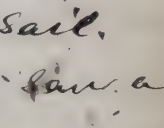
Tuesday Aug 14th

Begins with light NE wind with fog Squalls. Saw a Bow-head  lowered but without success. M & Se part calm with some fog Saw a Bowhead lowered boats chasing & sails and He Island in sight.

~~Tuesday~~ Wednesday Aug 15th

Begins with a calm boats off chasing at 5 o'clock came onboard thick fog. at 7 anchored in 50 fathoms of water with 100 fathoms of 3½ inch rope and a boat anchor. M part a huge spring up from E. took anchor and made sail. Seather part strong N.NE. with rain Saw two whaling ships Saw a body of Ice se of us.

Thursday Aug 16th

Begins with strong winds from WNW with rain and fog ship under lower topsails Saw two Barques. Saw Bowheads lowered but without success. M part strong winds from NW  Seather part light airs from W & calm Saw Bowheads lowered but could not get fast. Several sails in sight

Friday Aug 17th

Begins with light airs from W boats off chasing whales they seem to be very wild this season. He Island in sight. M & Seather part light W winds with snow squalls cruising along the ice Saw one ship take a whale. Several sails in sight James Allen boiling.

216 2/3 — 183 1/3 — 13 — 70 — 11 — 116 2/3
6 — 7 — 1297 — 13 — 6
1294 — 90 — 12/25 — 696 — 680

Ship Janus in Arctic Ocean 1866

Saturday Aug 18th

Begins with light winds from WSW cruising along the ice saw the "Florence" chase a whale. M part light SSW winds with fog. Latter part light SSW winds with good weather spoke ship Alnwa She caught a whale and a Bear and we got one white Bear.

Sunday Aug 19th

Begins with fresh winds from S.S.E. ship working to the South spoke ships "Alnwa" boiling "Elizabeth Swift" 6 whales. Several sails in sight two boiling. M & Latter part fresh breezes from E with fog. Janesty swell ship on ~~Alternate~~ alternate tacks.

Monday Aug 20th

Begins with strong winds from E with fog. a heavy swell heaving to the Westward. fog lifting up occasionally, saw two sails, one boiling. M part strong winds from E with fog. Ship on alternate tacks. Latter part fine weather run down along the Ice. 2 sails in sight.

Lat 71 26 N
Long 122 44 W

Tuesday Aug 21st

Begins with strong winds from E.N.E. Spoke to the Alnwa. Saw a Bowhead going to leward quick lowered but without success. 18 sails in sight, one boiling several boiling. M part fresh winds from E with clear weather Latter part fresh winds from E with some fog.

Lat 71 52 N
Long 175-00 W

Wednesday Aug 22nd

Begins with strong winds from ENE with some fog 16 sails in sight no one whaling. Spoke the "Florence" 2 whales. bought a green gulch of him. M & Latter part strong winds from E.N.E. with fog two sails in sight Ship on alternate tacks.

Lat 71 28 N
Long 128 00 W

Cruising for Whales F. C. Smith commander.

Thursday Aug 23rd

Begins with wind from NE to E, SE. with some fog several sails in sight. M part the same. Seattw part light NNW winds. with fog passing over in banks several sails in sight at noon got up to the ice. lowered for a walrus. saw a carcass.

Friday Aug 24th

Begins with light NNW winds with fog. M part light W winds stiring SE 5 sails in sight. Seattw part fresh winds from NW with good weather stiring NE. 0

Saturday Aug 25th

Begins with fresh NW winds with good weather, at 4 PM run into a flut of Ships. Spoke Ship "Gay Head" 6 Whales. Saw Bowheads lowered but without success. M part light airs from NW. Seattw part calm. at 24 PM lowered for Bowheads at 7 a m boats came on board got Breakfast and lowered again. Spoke Ship Cornelius Howland 16 Whales. 1600 BBls this season. also heard of Ship Reindeer 13 Whales. 22 Sails in sight 9 of them boiling.

Lat 70,51 N.

Sunday Aug 26th

Begins with a calm Boats chased until 3 o'clock then came on board. Whales very shy. broke out water also killed 3 hogs. So ends thick fog. M & Sep part light airs from N and calm with fog. Spoke Ship "Three Brothers" 11 months from home with ~~3 hun~~ 1850 bbls 10 Whales this Season Ship lying aback.

Dominique

Ship James in the Arctic Ocean whaling 1866.

Monday Aug 27th

Begins with light airs from N. with fog, lifting up occasionally 4 sails in sight, two boiling, M part calm with fog, latter part light airs & calm with snow squalls, 4 sails in sight one boiling employed in fitting loggerheads bow guns in the boats,

Lat 20 48 N.
Long 168 00 W.

Tuesday Aug 28th

Begins with light NW winds with good weather 4 sails in sight two whaling, at 4 PM lowered down the waist boat to try the gunner gun shot it and broke the chuck by cleat, and lost the iron, spoke ship "Lydia" 3 whales and a half, M & S part light NNW winds with good weather with exceptions of snow squalls, 11 sails in sight 6 boiling.

Wednesday Aug 29th

Begins with light winds from NW with some snow, 12 sails in sight 6 boiling, spoke ship "Sagoda" 12 whales this season 11,80 bbls of oil saw the "Alpha" cutting, M. & latter part fresh winds from N.N.W. with some snow squalls saw a Bowhead lowered but without success.

Lat 21, 11 N
Long 168-56 W

Thursday Aug 30th

Begins with light winds from N.N.W. Spoke Bark "Islander" 5 whales Ship Thomas Dickason 4 whales also Brig "Kohola" 4 whales, several sails in sight. M & latter part light winds from N.N.E. with good weather several sails in sight. saw a carcass.

Lat 21 00 N
Long 168 50 W

S Ship Janus

Janus Whaling in Arctic 1868.

Friday Aug 31st

Begins with light winds from N. with some fog, 24 sails in sight. Spoke Bark "Flounce" 2 whales. M+ Latter part light N winds with good weather saw a Bowhead going to windward quick lowered but without success. Several sails in sight one cutting. Lat 70 50 N
Long 168 40 W

Saturday Sept 1st

Begins with light N winds with good weather chased a Bowhead but without success saw one other ship cutting several sails in sight. M part strong winds from NE several sails in sight. Latter part the same saw Bowheads lowered and chased all of the forenoon but without success several ships in sight whaling. Lat 70.45 N.
Long 168.35 W.

Sunday Sept 2nd

Begins with strong NE winds saw Bowheads lowered but without success as usual. M part some fog. Latter part light North winds saw Bowheads lowered but without success saw 5 sails all whaling. Lat 70 56 N
Long 168.18 W
now

Monday Sept 3rd

Begins with light winds from N. with good weather, boats off chasing. at 1 PM called the Boats onboard thick fog. M part good weather with light winds Latter part fresh winds from NE with fog squalls saw Bowheads lowered but without success. 50 miles. boats chasing.

Tuesday Sept 4th

Begins with fresh breezes from N.NE. at 2 PM boats came onboard saw two sail whaling. at 5 PM lowered on one other whale and at 8 returned with same luck as usual. M+ Latter part light airs and calm saw three sails. in plenty of seals.

Ship Pannus Whaling in the Arctic.

Wednesday Sept 5th

Begins with a calm, 8 sails in sight. bent new foresail and jib. M part light winds. S ather part strong gales from N with some snow.

Thursday Sept 6th

Begins with strong gales from N with good weather. Several sails in sight. Ship made three lower topsails bore & boretop maststaysails. M part strong gale from N. Sather part fresh winds made sail, several sails in sight. Seat 20 55 N Seong 80 W

Friday Sept 7th

Begins with moderate breezes from N with some snow several sails in sight ship working around the ice; Spoke Bark "Camilla" 3 whales. M part good weather with light winds. Sather part strong winds from N with some snow. Spoke Bark "Nautilus" 2 whales, took in top Sails upper topsails jib flyjib spanker boreand mainsail. Saw a Bowhead one rising

Saturday Sept 8th

Begins with a gale from N with some snow 4 sails in sight. M part & Sather part the same saw two sails. broke out water.

Sunday Sept 9th

Begins with a gale from NNE at 5 PM wore ship. 4 sails in sight, M & Separt strong gales from N to N.N.E. with some squalls. Several sails in sight. one ship boiling. at 11 oclock wore ship.

Journal in the Arctic Ocean. 1866.

Monday Sept 10th

Begins with a Moderate gale. saw 8 sails. broke out Bread. M & Seather part Strong winds from NE, with Some Snow, saw two Sails. Saw a Bowhead spout twice.

Tuesday Sept 11th

Begins with Strong winds from NE. at 4 PM kept off NW. by W ★ M & Seather part good weather Several sails in sight employed in breaking out.
saw a Bowhead going to windward quick. | Seat 71 40 N.
71-40 N. | Long 174 00 W.

Wednesday Sept 12th

Begins with Strong winds from N. with good weather Spoke the Oliver Crocker 8 whales this season, bought a gunne gun of him. Saw Herald Island. Saw a Bowhead one rising. M & Seather part Strong winds from N with Snow saw one Sail. | Seat 71 04 N
| Long 171-40

Thursday Sept 13th

Begins with Strong winds from N. at 8 PM run under the lee of the Ice. Spoke the "Josh Perry" 3 whales "John P. West" 5 whales "Daniel Wood" 4 whales. also saw "Gov Troupi" 4 whales "Julian" 9 whales and "Addison" 2 whales M & Seather part Moderate winds from N. Ship working around the Ice. caught a Polar Bear.
| Seat 70,52. N.
| Long 171.11. W

Friday Sept 14th

Begins with light N winds. Spoke Ship Almira. 4 whales. saw 6 sails. Ice in sight, saw some walrus. M & Seather part light airs and calm saw a Bowhead going quick. lowered but without success. saw 4 sails several of them whaling. saw plenty of Walrus. No
Spoke Ship "Congress" 4 whales. Obs.

Ship James in the Arctic Ocean, AD 1866.

Saturday Sept 15th

Begins with light airs and calm saw a Bowhead on rising. lowered but without success. about 12 ships in sight. caught a walrus. M & Sattu part strong winds from E with some snow saw 14 sails none of them whaling.

Lat 80 11 N
Long 150 28 W

Sunday Sept 16th

Begins with light E. NE. winds with some snow. Spoke Ship Three Brothers 13 whales. also Ship Alpha 4 whales several sails in sight. M & Sattu part light airs and calm saw several sails.

Monday Sept 17th

Begins with light winds from NE by N. 8 sails in sight one boiling. M & Sattu such winds from N with some snow broke out water.

Lat 69.30 N
Long 169.37 W

Tuesday Sept 18th

Begins with light winds from N to WNW saw 18 Ships two cutting & two boiling. broke out Bottu. M & Sattu part light winds from NNW with good weather several sails in sight. Sattu put a fly up to the mizzen.

Martha cutting
Mt Wallaston cutting & Boiling

Wednesday Sept 19th

Begins with light winds from NNW saw Bowheads lowered twice but without success. saw 4 Ships cutting and 5 or 6 boiling. at dark boats come on board. Cape Serburne 50 miles SE. M part wind from N. Sattu part light wind from SE. saw several Ships 3 cutting and 5 boiling.

Lat 69.18 N
Long 1[illegible] W

Custome

Ship James Whaling in the Arctic. 1866.

Thursday Sept 20th

Begins with fresh SE winds. with some Snow. at. 5 o'clock calm 6 Sails in sight 3 boiling. opened the Butter, M & S part Strong SSE winds with good weather 13 Sails in sight 8 boiling and the rest whaling, Saw 3 Whales to the windward one rising. Cape Disburne in sight.

Lat 69 13 N Observed
Long 166 35 W D R

Friday Sept 21st

Begins with Strong winds from SSE. Saw two Bowheads looked but without success as usual. Spoke Ship "Thomas Dickason" 8 whales boiling. at dark calm with rain, Seattle part fresh breezes from N.NE, plenty of whales, could not strike. Thomas Dickason & General Scott, got each a whale. Cape E.SE. Dist 15 miles.

Saturday Sept 22d

Begins with an increasing gale from N.NE. chased whales untill 3 P M then took up the Boats. then put the Ship under double reefed Topsails, blowing a gale and raining, with very bad Sea. at 4 P M the two above named Ships finished cutting. M & S part Strong gales from N with bad Sea. Some Snow.

Plenty of whales working SSW

Sunday Sept 23d

Begins with Strong N.NW gales with bad Sea saw Show two Sails. M & Seattle part the same with the exception of Snow saw 9 Sails two Boiling. Saw the land.

NB Obs.

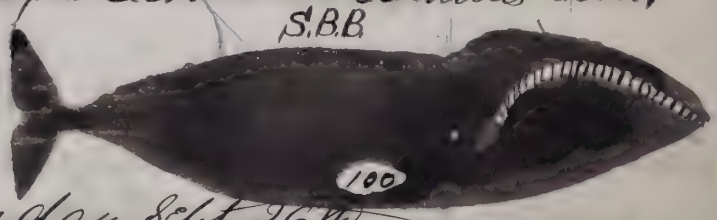
Ship James whaling in the Arctic 1860

Monday Sept 24th

Begins with moderate gales from N.W. Chased whales all the afternoon. but did not strike saw one sail boiling. M & Settle part strong winds from W.N.W with some snow one sail in sight boiling. Put the stove in the Forecastle.

Tuesday Sept 25th

Begins with fresh winds from W.N.W with snow saw a ghost. lowered but did not see him again. M part the same Settle part fresh W winds with good weather saw Bowheads lowered and got one. took him along side put the fluke chain on him and commenced cutting. Cape Seisburne 25 miles dist.

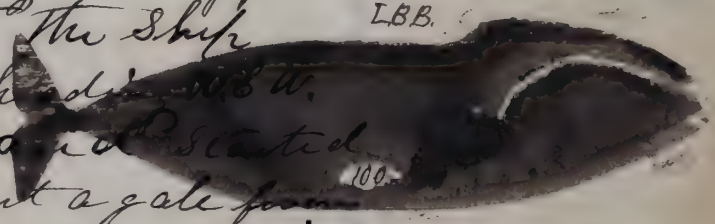


Wednesday Sept 26th

Begins with fresh winds from W. with bad sea. at 2 PM finished cutting. Then cleared away the head and got supper. and set the watch. broke the cutting stage. 3 sails in sight one boiling. M & Settle part Moderate winds from S.S.W. saw & chased several whales. Boiling a number of ships in sight none boiling. Some whaling. Cape Seisburne 30 miles N.E.

Thursday Sept 27th

Strong winds increasing to a gale from S. killed and cut a whale. put the Ship under lower topsails head N.E.S.W. at 2 PM got decks cleared and started the works again. M part a gale from a gale from N.W with bad sea Ship under lower topsails W.S.W two sails in sight N.W off Cape Seisburne.



Whaling in Arctic Ocean 1866. A.D.

Friday Sept 28th

A heavy gale from NW. Ship under lower main top sails & spanker. Started a fire but soon put it out again. Ship "Reindeer" in company. M & Seather part a tempic gale from NW. turned up the three forward boats. and did. but put save them. the Sea was fearful and Squalls also. Ship under lower maintop sail Main spanker & fore topmast staysail. heading SSW. to SW. Shipped a great deal of water over the lee rail. bows and rigging badly iced up. Carried away one davit. two Ships in Sight Lat 68 21 N
Long 168 - W W

Saturday Sept 29th

Begins with a fearful gale from W.N.W. with thick dense sea and severe Squalls. two Sails in Sight. at 4 P M the gale had abated a little. at 3 A M the gale abated some kept off SE and made all sail for Behring Strait. commenced boiling. three Ships in sight Steering for the Strait
Lat 62.12 N.
Long 168.30 W.

Sunday Sept 30th

~~at~~ 6 P M hove to with head yards aback. 35 miles NE by N from Cape East. in 18 fathoms water. with a fresh gale from W.N.W. our ~~Ship~~ hove to under our lee, at dark an other hove to closed our bows. rather cloudy but not much snow. N part strong winds and rugged. at 10 P M braced forward by the wind SW as the water had shoaled to 14 fathoms. at sunrise saw Cape East — Cape P. of Wales and Diomede Islands. Steering SSW. about a dozen Ships in sight going South one boiling. Last night passed over a 7 fathom shoal. to the NE of Cape P. of Wales.

Diomede Islands
[illegible]

imagining

Ship Genus going South from the Arctic.

Monday Oct 1st.

Begins with light Vrinds with clear pleasant weather Steering S.S.W. to S.W. by S. 5 Barques in Company. a large body of Ice all along the West side of the Strait. At Sunset E.S.E. from St Laurence Bay, Boding M part fresh wind from S.E. Ship under easy Sail, plenty of ice. Seattle part a gale from S.E. took in light Sails. at 9 A M. At 11 A M wind hauled to S W and cleared off. Started 25 bbls of oil into the tank, put out the fires. 10 Ships in Sight.

Lat 64.55 N,
Long 170-05 W.

Tuesday Oct 2d

A gale from W with clear weather steering by the wind S.S.W. under reefed topsails and foresail. 50 bbls of oil on deck. one whale in the blubber room Ships caring Sail hard to get out of the Strait. M part blowing heavy Shortened Sail. heading S.W. to W.S.W. & S.S.W. At 8 A M cleared up the weather Side of the fore & Mizzen topsails. now blowing a fearful gale. Ship heading S.W. to W.S.W. Making about a 5W course.

Lat 63.56 N,
Long 171.00 W.

Wednesday Oct 3d

Blowing a heavy gale from N.W. by N. fearing that we should not ~~pass~~ forth by the Island on the western track. After observing the latitude. Wore Ship. Set fore & Mizz in topsails. upper main topsail reefed foresail fore & main Spruces. fore stay sail ~~fore top mast stay sail~~. blown to pieces at 2 P M Saw the Island 15 miles off S.E. At 6 P M passed the Middle part. (North) of the Island 15 miles off. When the weather cleared up. Saw our Ship running in for the Land. (Northwest Cape) She hauled to guick on the western track. our Bark George off shore Steering N E by the wind, M part not quite so much wind, at 2 A M took in the foresail. At daylight kept off for the [illegible] of the Island. at noon passed it.

Ship James bound for the California Coast. 1866

Thursday Oct 4th.

Strong N winds. Course S commenced boiling, four sails in sight. M & Seattle part a gale from N. with lots of snow Stewing S. At 2 A M. commenced stowing down in the main hold Boiling 8 Ships in sight.

Lat 60 21 N.
Long 120-40 W.

Friday Oct 5th

A gale from N.W. with rugged weather at 1 P M hove to to start oil into the tank. At 4 P M kept off S.S.E. for St Pauls Island, Spoke Bargue "Norman" 4 Whales, passed. "Courier" both bound to St Pauls Island, at dark finished Stowing oil, boiling lip & head S.S.W. weather Moderating. M & Seattle part bright winds and good weather. Stewing S ½ E 8 Ships in sight, some chasing Right whales. saw several whales chased but without success. Stowing down Oil.

Saturday Oct 6th

Begins with fresh breezes from E.N.E. cruising off St Pauls saw Ships whaling M & Seattle light winds from E.N.E. with good weather. Spoke Bark "George" 180 BBls. and "Courier" 400 BBls. Finished Stowing down.

Lat 58.51 N.
Long 121.20 W.

Sunday Oct 7th.

Begins with light E.N.E. winds with good weather several sails in sight one Boiling, saw same Ships chasing Right Whales. M & Seattle part fresh breezes from E.N.E. with good weather. 14 Sails in sight also the Island saw one Ship whaling. plenty of fur seal around.

Lat 56 53 N.
Long 121.48 W.

Ship Janus bound to the coast of California

Monday Oct 8th.

Begins with strong E.N.E. winds with some snow. Saw several sails. at 5 o'clock wore Ship. took in upper topsails & foresail. M part fresh gales from E.N.E. with some snow. Latter part fresh winds from N.N.E. at 8 A M Stood off S.by.E. Course in Company. Lat 56-22 N. Long 171 48 W.

Tuesday Oct 9th

Begins with fresh breezes from N.N.W. with heavy snow squalls 5 sails in sight Killed a hog. Steering S by E 1/2 E. M & Latter part a N.N.W. gale. Steering S.S.E. Addison Courser & 2 other Ships in Company. with heavy snow squalls. Lat 53 20 N. Long 172 00 W.

Wednesday Oct 10th.

Begins with a gale from N.N.W. Steering S by E 1/2 E. at 3 P M saw the land on the East side of 22 Passage. Amonkhta Schugoula & Youmask Islands. at 5 P M saw Seguam Island bore W by S. 30 miles. 5 Ships in Company Steering South through the passage. M & Latter part fresh N.N.W. winds with some squalls. Sent up Fore T. G. yard Fore & Mizzen Royal yards. 4 Sails in sight. Spoke Ship "Cornelius Howland" 22 Whales 2000 Bbls. Sent down the Crous nest. Lat 50, 13, N. Long 171-41 W.

Thursday Oct 11th.

Begins with light N.N.W. winds with good weather Stowed down the chains. M & Latter part light airs & Calm Spoke Ship "Cornelius Howland" Put a sick Kanaka. on board of her to send to the Islands. also bought a boat of her. Employed in cleaning out between decks. took a piethre full of Butter out saw plenty of birds. 3 Sails in Sight.

Panus. on her way to the California Coast.

Friday Oct 12th.

Begins with light E.N.E. winds with some squalls. steering by the wind. M & Latter part light E. winds. with good weather employed in scrubbing boats, also fixing the Foretopmaststaysail & Mizzen top g. Sail.

Lat 47 56
Long

Saturday Oct 13th

Begins with light S.E winds heading E.N.E. Saw two sails also porpoises. M & Latter part light Baffling winds from E. with rain all hands employed in washing, one sail in sight.

Lat No Obs.
Long

Sunday Oct 14th

Begins with strong N.E. winds with clear weather, all hands washing, one sail in sight. Steering E by S. M & Lt part a strong gale from N.W with some squalls. steering E.

No Obs.

12 12 24 48 12 12 24 48 96

Monday Oct 15th.

Begins with strong gales from N.W. with good weather. Steering E. M part strong gale from N.W. Steering E. Latter part light winds from W.S.W. with good weather. Sent up the studdingsails booms and bent the sails and set them. Sent down the Main royal yard on bent the sail. bent another one and sent it up again employed in mending sails. finished the flying and Mizzen top. g. Sail and bent them both.

Lat 45 28 N
Long 162-26 W

Tuesday Oct 16th.

Begins with light W.S.W. winds with good weather. bent the Mizzen royal. mending sails. saw a fin back, M part light S.S.W. winds. steering E. Latter part light airs and calm. mending sails and scraping bone. St

No Obs.

288 1/3
28
464
466
65,33
40
64,93
5 00
6 93

Boston
Boston Mass

Trimmed

Ship Janus bound for the coast of California.

2400
3200
200
55

Wednesday Oct 17th.

Begins with a calm, scraping bone and mending sails. Sent down the upper fore top sail, repaired it and sent it up again. Put a boat overhead but the Foretopmasts lay sail. M & Latter part light NE winds with good weather employed in washing bone. covered the cushing to the Sofa.

Lat 44 31 N.
Long 159-55 W.

Thursday Oct 18th.

Begins with light NE winds with good weather, put a board in the lee boat, washing bone. M & Latter part light NE. winds with some rain & fog. finished washing bone, broke out the Store room & stowed it off again.

No Obs

Friday Oct 19th.

Begins with light NE. winds with foggy weather, piled the bone upon the trynacks, some of the crew washing the yards, M part light NE. winds, with thick fog. Latter part light E & E. winds with thick fog busy washing Ship Blueand off duty sick. made myself a ring.

Lat 43 30 N.
Long 156-01 W.

Saturday 20th

Begins with light wind from E. with thick fog, washing ship. M & Latter part light airs & calm, with thick fog & some rain, All hands employed in washing Ship, plenty of birds around.

No Obs.

Sunday Oct 21.

Begins with light westerly winds with a heavy swell from the South. At 6 PM finished washing Ship got Surplice Steering E by N. M & Latter part strong S & winds with fog & rain Steering E by N.

No Obs.

call at the and show room to Pilot from [illegible]

Ship James on her way to the Coast of California 1864

Rufus D Rufus D.

Monday Oct 22th

Begins with Strong SSW. winds with rain & fog all sail out Steering E, by N. The rest of the day not much change. Saw a Sulphubottom.

No obs. Rufus D

Tuesday Oct 23d

Begins with light W.SW. winds with fog & rain Saw a sunfish. M & Seattle part light W. winds with good weather. the boats fitted put a line in the S. Boat. also some other little jobs. Saw finbacks.

Lat 43 00 N
Long 146 W.

Wednesday Oct 24th

Begins with light W. winds with good weather. Steering E. busy fitting boats. M part light W winds Steering E by N. Seattle part light S by E. winds with fog & rain.

Lat 42 35 N
Long 145-45 W.

Thursday Oct 25th

Begins with Strong SW. winds with some fog & rain. M part wind from W. with torrents of of rain. Seattle part strong W.N.W. gales and good weather, Drying bone

Lat 41-43 N
Long 141-14 W.
Dist 270 miles

Friday Oct 26th, caught a porpoise

Begins with fresh gales from W.N.W. and good weather, Steering E by N & N. drying bone. M & Seattle part the same.

Lat 41-05 N.
Long 136 05 W.
Dist 228 miles

Saturday Oct 27th

Begins with fresh winds from W.N.W and good weather busy fixing running rigging. M & Seattle part no Change.

Lat 40 24 N
Long 132.30 W.

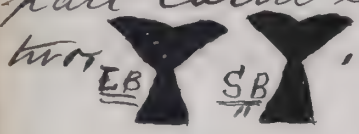
Ship James on her way to the coast

Sunday Oct 28th

Begins with fresh WNW winds with good weather Struck a porpoise, iron broke. M part the same Seatte part wind SSE steering E by N 1/2 N. Lat 39.54 N
caught a porpoise Long 130.16 W

Monday Oct 29th

Begins with good weather and SSE winds steering E by N 1/2 N. M part light W winds with good weather, Seattle, part calm saw Blackfish, lowered and got two



No Obs.
Lat 39 33 N.
Long 128 10 W.

Tuesday Oct 30th.

Begins with a calm saw a finback and some Grampuses. M & S part calm saw grampuses, picked up a pine tree 25 feet long & 18 inches deep, employed in cutting it up.

Lat 39-19 N
Long 127 00 W.

Wednesday Oct 31st

Begins with light N winds with good weather steering E by N. M & S part strong winds with thick fog. steering E.N.E.

Lat 38 28 N.
Long 125 00 W.

Thursday Nov 1st.

Begins with strong N W winds with thick fog. steering E.N.E. at 5 PM hove to on the Starboard tack, With main yard aback, Sounded, one hundred fathoms and no bottom. Saw a large tree. M & Seattle part Calm & foggy. Saw finbacks & humpbacks, lowered for the latter and Shot a Rose gun at one, but did not get fast. Think that the iron struck a bone which prevented it from going in, plenty of birds & kelp around the Ship.

No Obs.

Georgia

Schafer
S. Schafer
Charles

of California F C Smith Commander

Friday Nov 2nd

Begins with thick fog + Calm. lowered for humpbacks, but the fog shut down so thick that the boats came on board. M & Sattler part light winds from E.S.E. Steering by the wind Standing off + on the land. Saw 4 Sails. No Obs. Saw humpbacks and finbacks.

Saturday Nov 3rd

Begins with Strong winds from E.S.E. Standing off and on the land. Saw 15 Sails most of them Merchantmen. Saw finbacks. at 4 PM Pt Reyes bore E. 40 miles. M & Sattler part the Same. Saw two Sails. No Obs.

Sunday Nov 4th.

Begins with light winds from S.S.E. with thick fog. Ship heading E by N. at 4 PM wore Ship. M & Sattler fresh winds from NW. Saw Farlones Islands.

Monday Nov 5th

Begins with Strong winds from SE Stood inside the light then tacked off, Blowing a gale. M & Sattler Calm. Island in Sight. employed in drying home.

Tuesday Nov 6th

Begins with light airs from NW. at 6 PM Spoke a Pilot Boat. M & Sattler part light airs and Calm. at 7 P M Spoke another Pilot Boat and tried to charter her us in to San Francisco. but could not make a bargain. we then lowered a boat and pulled to a Merchant Ship. it was the Cutwater of Boston. We asked the Captain to give us a passage in and he said he would. So we went on board ~~[illegible]~~ and at 12 o'clock PM we anchored in the Harbor. we Stayed on board of him all night and in the morning took a boat and went on Shore.

Off San Francisco 1866. Spurr Washburn Arthur Phlomey

Saturday. Arrived on board at 9-30 AM from the shore with supplies. Shipped the bone. A shoe by the coon that brought us off

Sunday Nov 11th

At 1-30 P M kept off S by E. and made all sail. My Uncle Rufus came off to see his eldest son. Who he had not seen for five years. M & Seattle part strong NW gale steering S by E. All sail out.

Lat 34 25 N.
Long 123 16 W.

Monday Nov 12th

Begins with strong NW gales with high sea steering E. S E. M & Seattle part strong winds with good weather Employed in stowing away Vegatables. one schooner in sight steering E. S E.

Lat 32 13 N
Long 120 38 W

Tuesday Nov 13th.

Begins with light N W winds with good weather. put out S. B. Boat. M & Seattle part E. N E. winds heading S E. fine weather saw sunfish & grampuses.

Lat 32 00 N.
Long 119-38 W

Wednesday Nov 14th

Begins with light winds and fine weather steering S E. M & Seattle part no change, saw a dead whale and sent boats to it. proved to be a humpback. but had been dead so long we could not take it to the ship. At noon saw the Island of Guadalouple. bearing S. Dist by Obs. 80 miles

Lat 30-00 N.
Long 118-48 W.

Solgers
Solgers
Solgers

Ship James on the coast of California 1846.

Thursday Nov 15th.

Begins with light N.NW. winds with clear pleasant weather. At 8 a.m. hauled to under Short sail, off Guadaloupe Island. M & Latter no change. At noon hauled to of Guadaloupe Island.

Lat 29 11 N
Long 118.47 W.

Friday Nov. 16th.

Begins with fresh winds. Sent three boats on shore, did not find water or wood. only got 3 loads of drift wood. saw a few goats. M & Latter part light NW winds with good weather. At 11½ M saw "Cerros Island" run down within 10 miles then baffled to on the wind.

Saturday Nov 17th.

Begins with good weather and light winds. Killed 3 birds. M & Latter part not much change. passed Benito & Cerros Islands. Saw several Humpbacks. Carpenter making a table.

Lat 28 05 N.
Long 116-51 W.

Sunday Nov 18th

Begins with fresh NW winds steering SE. At 2 P.M passed Natividad Island. M & Latter part no change.

Lat 25 44 N.
Long 114 53 W.

Monday Nov 19th.

Begins with NW winds with good weather. Steering SE. M & Latter part light W winds with good weather saw a bitback. Bolting.

Lat 25 10 N.
Long 113-23 W.

Thursday Nov 20th

Begins with light winds with good weather. Saw humpback cow & calf. Carpenter finished the table. M & Latter part light winds with good weather saw two Mail Steamers one going North & the other South. Saw humpbacks.

Terible
Terrible TERRIBLE

James on the California Coast Whaling. 1860.

Wednesday Nov 21st.

Begins with light winds and good weather. at dark entered the passage of Margarita Bay. at 11 o'clock. Anchored. the rest part of the day Good weather Sent 3 boats ashore for Wood turtle & game

Thursday. Nov 22d

Boats on shore cut 3 boat loads of wood. got 3 turtle 16 Curlew & 3 gulls. washed ship outside. ready for painting. rest of the day good weather. got off two Boat loads of wood & caught one turtle also painted Shifting around the ship.

Friday Nov 23

Begins with good weather. got of two Boats loads of wood. also painted ports on Starboard side to fore rigging Stowed two loads of wood in after hold rest of the day the same. got of one load of wood also painted ports on Starboard side.

~~Got off 2~~ Saturday Nov 24th

Got off two boats full of wood. also Stowed fore peak full. Painted Ports of port side as far as bow davit. after one. Fine weather got off 2 loads of wood.

Sunday Nov 25th.

Setting up rigging. Pleasant weather. One boat got 2 turtle, and a few ducks. got off two loads of wood and Sewed. At 10 A M got under way and Stood out of the Bay. at noon in the passage killed 6 turtle.

Domino Dolphins Fayal Norfolk Homly
James Towards Cape St Lucas after water
Homly Homly Homly

Monday Nov 26th.
Begins with light NW winds, steering SE, saw several humpbacks, and one Sail M & Latter part fresh NW winds with good weather. At daylight saw land
Lat 23.01 N
Long 111 24 W.

Tuesday Nov 27th.
Fine weather with a good breeze steering from SE to E. At 2 PM saw Cape St. Lucas. At dark hauled off shore, killed 3 turtle, bent old Foresail. M & Latter part fine weather. At 9 A M Anchored in Cape St Lucas Harbor 2 steamers passed, going North. One Brig off & on.

Wednesday Nov 28th
~~Beautiful~~ Good weather At 8 A M took in a raft of water (100 bbls) Two boats on shore filling water

Thursday Nov 29th
Got off a raft of water (100 bbls) one Brig off & on, bought off 800 Oranges, gave 400 to the foremast hands & 200 to the Boatsteers, Also Officers well supplied. M. and Latter part fine weather, finished getting off water, (250 bbls)

Friday Nov 30th
Pleasant weather, Got off a Bullock, finished stowing water. At Sunrise 4 boats out after whales, saw a few going quick.

Saturday Dec 1st.
Good weather, One boat on shore M & L part fair weather. At 8 A M Took anchor and steered out of the bay sent one boat in after hay.
Also Capt went on shore and bought Cow Calf and 1 small Bullock

Cape 1/11/22 Boston

Janis Towards Marias Islands

Sunday Dec 2d

At 1 P.M Capt came on board Steered off E. fine weather, M & S part fresh winds from N.W. Steering E. land in sight, Saw Blackfish.

Monday Dec 3d

Fine weather. Steering E. Saw one turtle and humpback. M & S part light winds & good weather Saw Maria Islands and the Main land. Saw Humpbacks Shark Diamond fish and turtle killed a Bullock.

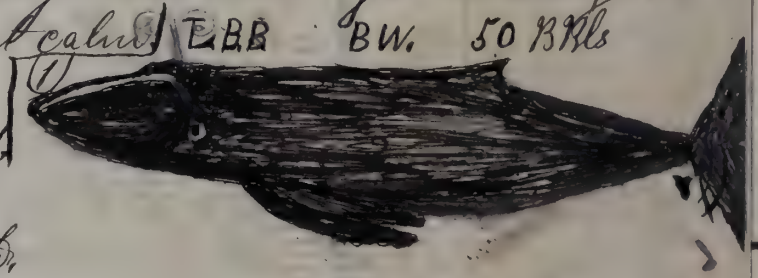
Lat 22 11 N.
Long 107 15 W.

Tuesday Dec 4th.

Begins with fine weather land in sight, Saw Blackfish porpoises & turtle lowered for one but did not get him. M & S part light airs & Calm Chased humpbacks Isabel Island S.E. Dist 15 miles.

Wednesday Dec 5th.

Begins with light NW winds with good weather. killed a humpback Saw about a dozen At 5 P.M. got the whale to the Ship and anchored in 27 fathoms water muddy bottom got ready & begun to cut. M & S part calm and light airs from NW. Saw a few humpbacks but could not strike.



Thursday Dec 6th.

Beautiful weather, took our anchor and run down under Isabel Island, and anchored in 15 fathoms water. Boiling. One Merchant ship in sight. Chased whales all of the forenoon but could not strike. Saw good many whales.

Bartlett

Ship James off Gabil Island Hampbarton

Capt. J. S. Wyanoke New York Richmond Va. Richmond Va. (95)

1853 1853 Indian Jan 15th

Friday Dec 7th

A heavy swell from NW. fine weather ~~[illegible]~~ whales and had to cut from bottom. Mt bottom part fine weather, chased whales did not strike. Boiling.

L.B.B. Cut W.B. Cut

Saturday Dec 8th

Fine weather. Struck and drew from one whale at dark. Cooled down. The whales are very wild indeed. Saw one goat and a Sheep on the Island. This forenoon struck two whales. Killed and sunk one and Irons broke from the other one. Anchored the sunken whale in 30 fathoms water. 6 miles from the ship.

L.B. S.B.B. L.B. Irons Broke

Sunday 9th

Beautiful weather. Chased but did not strike. ~~Carcass~~ sunk and eaten by the Sharks. We shot one of our wonderful Stove pipe guns to day but it did not do and good only scared the whale half to death. Struck one whale and could not kill it, parted, lost bomb gun.

LBB Parted

Monday 10th

Pleasant weather chasing whales. A small sloop passed Steering S East. Stowing down. repairing a stoven boat, and fitting a boat over head. Three boats off chasing Calm. whales wild.

Tuesday 11th

Fine weather struck and killed a whale, at 9 PM finished Cutting, all but his small lift that hanging in the tackles for the purpose of taking out the belly fat, in the morning W.B. BW. (9d)

Wednesday 12th

Good weather struck and killed a whale ~~[illegible]~~ to the ship just after dark, finished cutting up to the small. at daylight commenced boiling and cleared the decks. W.B. BW

Carcass sunk so that the bluber hung in the tackles. But few whales in sight to day.

City Point Capt

Whaling off Isabel Island F. C. Smith, Commander

Thursday Dec 13th

Good weather chased whales. One Schooner in sight. Boiling. Blubber hanging in the tackle carcass does not float get chased whales did not see a great many, Boiling. Took 6 bbls of fat from the carcass.

Friday Dec 14th

Fine weather light breze, one Schooner in sight. chased whales M part good weather. Barque "Seine" arrived from [redacted], Ohhotsk Sea Clean. Capt Smith has his wife and three children on board, all well. Father went on board and stayed all night with them Shot one whale and the Iron broke. W.B.

Iron broke.

Saturday Dec 15th.

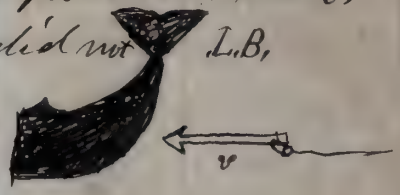
Stiff NW wind and rugged. M part Stiff winds and rugged. Employed in stowing oil. "Seine" Anchored.

Sunday Dec 16th.

Fresh winds from NW and rough, saw a great number of whales. finished Stowing oil. Closed off Main Hatch. Chased whales very wild

Monday Dec 17th.

Good weather Struck and drew from a whale, also shot at one. Chased whales, Shot at two but did not fasten. Calm one sloop in sight. Drew



L.B.

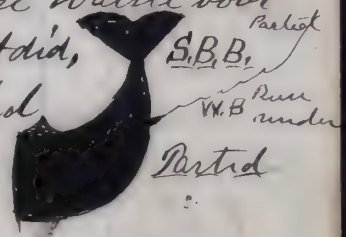
Tuesday Dec 18th.

Light airs and calm, chased whales, chased a whal all of the forenoon, also — "Seine" Struck and drew.

James whaling off Isabel Island Capt. Smith, commander, 1867.

Wednesday Dec 19th.

Fine weather, Struck a whale, and after it had run 25 miles got adrift from it. Got one boat Capsized and lost a bomb gun, also ~~got a boat cap~~ lost the whale by the waiste boat being upset, Chased whales all of the forenoon but did not get fast, Shot at one whale but the Iron toggled one the outside of him.

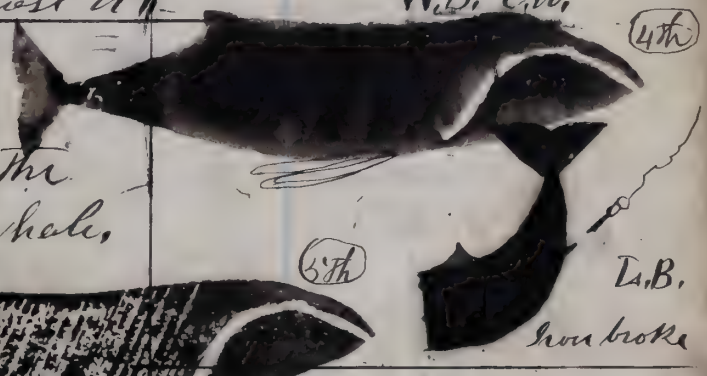


Thursday Dec 20th.

Chased whales untill night then took up the boats. Mt Sattin part fine weather chased whales.

Friday Dec 21st,

Good weather killed one whale, finished Cutting at dark, and set the watches. (3 watches) Cutting up the blubber, Sattin part Struck a whale with a Gruned Gun and the iron broke Seine Struck one also and lost it.



Dec

Saturday 22d

Fine weather chased whales, in the forenoon Struck and killed a sperm whale, Mt Sattin part boiling.

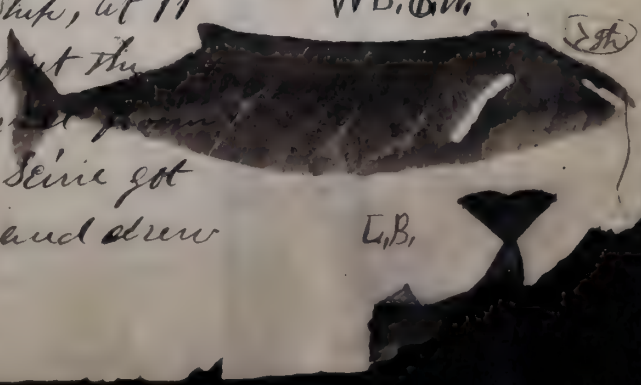
Sunday Dec 23d

Fine weather did not lower for whales this day.

Sattin part Struck and killed two whales, Towed one to the Ship the other Sunk, Hauled it up and commenced boiling.

Monday Dec 24th,

At 4 PM got the Sunken whale to the Ship, at 11 finished Cutting, all but taking out the from inside, Barq Eagle arrived from Honolulu, 650 Bbls 18 mo. out, Barq Seine got her first whale, Sattin part Struck and drew from a whale.

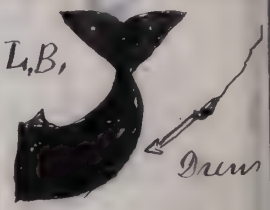


intermittent

Journal off Isabel Island Whaling 1862.

Thursday Dec 25th.

Fine weather. Struck and drew from one whale. Latter part chasing whales and boiling "Seine" left for The Bay



Wednesday Dec 26th.

Fine weather, Struck and killed a very large whale but it was rather poor. At 9 finished cutting all but the Small. Latter part chasing whales, boiling.

Thursday Dec 27th.

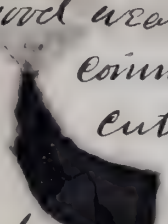
Pleasant weather, boiling, Chasing whales, Heard of the death of Joseph Thaxter Esq. of Edgartown, Died in Honolulu. Chased whales boiling

Friday Dec 28th.

Good weather, boiling, Chasing whales, Latter part chasing finished Boiling.

Saturday Dec 29th

Good weather, killed a whale, 15 miles from the Ship. At 3 PM. commenced Towing, At 3 A M got it to the Ship, latter part cutting

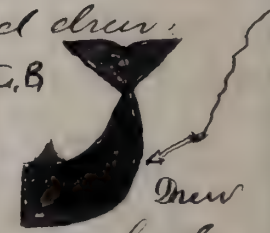


Sunday Dec 30th.

Good weather finished cutting, Eagle [illegible] boats off whaling, Latter boiling and stowing oil. Two Boats off Chasing.

Monday Dec 31st.

Fine weather boiling and stowing oil, Struck and drew from one whale, Latter part Chasing whales. Finished boiling, went ashore and got some hay for the Cow. Eagle took her first whale to day M part had a Squall of rain + wind from W. Latter part chasing whales and stowing oil. Eagle boiling.



Edgartown

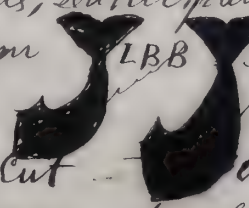
Whaling off Isabel Island for Humpt-asse, 1861.

Tuesday Jan 1st. 1861.

Good weather finished Stowing oil. Washed off decks. Chasing all latter part Chasing, but a few whales.

Wednesday Jan 2d.

Fine weather Struck and killed a whale. At 11 PM finished Cutting to the Small. Set 5 watches, latter part [illegible] L.B. BW Struck [illegible] whales and lost them

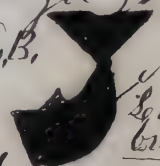


Thursday Jan 3d.

Good weather. Chasing whales, today there has been a good show of whales. Latter part chasing and boiling.

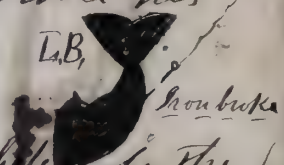
Friday Jan 4th.

Good weather. Shot a whale and the lines broke. Eagle got a small whale.



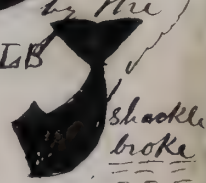
Saturday Jan 5th.

Begins with fine weather. Employed in whaling and boiling. At 2 PM the larboard boat Struck and broke his iron.



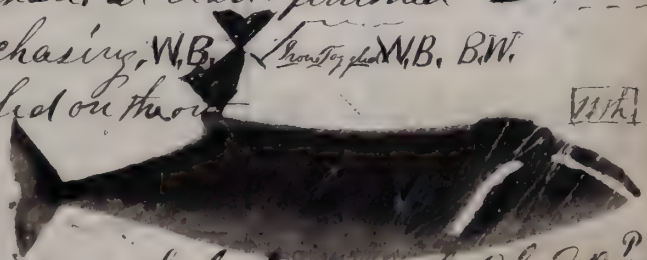
Sunday Jan 6th.

Good weather, have to record the loss of another whale by the breaking of a shackle



Monday Jan 7th.

Good weather Struck and killed a whale. At dark finished Cutting to the Small. Latter part chasing. W.B. Shot at a whale and the Iron Toggled on the other Side.



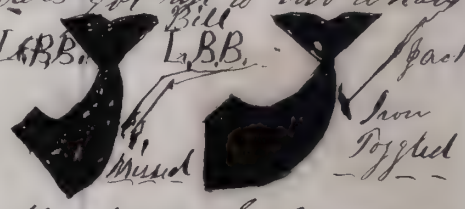
Tuesday Jan 8th

Good weather, Shot and killed a whale Instantly. At 7 P.M. finished Cutting Eagle under way.

Whaling off Isabel Island. Humpbacking 1867.

Wednesday Jan 9th.

Good weather, Whales Scarce. Chasing and boiling. Arrived off and on Danish Bark "Anita" Anderson, Waiting orders from Mazattan, Capt Anderson reports Bark "Fanny" at Maria Island, with 2 whales (65 bbls) Seattle part chasing and boiling. Boats got up to two whales but did not get fast.

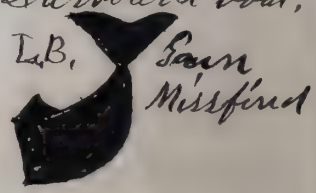


Thursday Jan 10th.

Good weather. Chasing and boiling, Seattle part the same.

Friday Jan 11th.

Good weather, finished boiling, boats could not get fast. Seattle part Stowing down and Chasing whales. Starboard boat, got up to one and the gun Missfired.



Saturday Jan 12th.

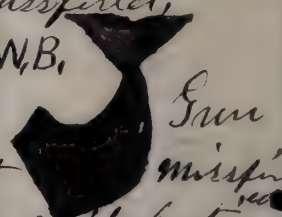
Fine weather finished Stowing oil. One Sail in sight Steering for the Island, Seattle part did not lower, Eagle arrived and anchored, also "Anita" in sight, with one Sloop + Schooner,

Sunday Jan 13th.

Fine weather, boats all on board. Seattle part chasing, but a few whales. "Eagle" Struck one and lost it.

Monday Jan 14th.

Pleasant weather, Chased a few whales but could not Strike, Seattle part got up to one and the gun Missfired, whales very wild



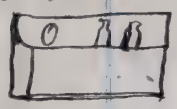
Tuesday Jan 15th.

Fine weather, Chased whales but could not get fast. At daylight took the anchor and made sail, boats off Chasing "Eagle" Cut a Stinker, they lost it two days ago,

Off. Isabel Island, 1861

Tunison
Tunison
Tunison
Aisle

Wednesday Jan 16th,
Good weather. At 6 PM anchored in 19 fathoms of water, NE from the Island, Dist 5 miles, Bark "Seine" in sight off Shore. Scatter part chasing whales wild and scarce. Spoke Seine. Family all well. Had taken 4 whales since leaving, making 5 in all 125 Bbls, Had been up off Mazatlan, Saw a good number of Humpbacks,

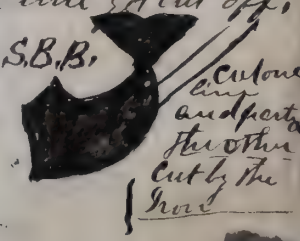


Thursday Jan 17th,
Good weather, whales scarce and wild. Scatter part chasing plenty of whales,

Friday Jan 18th,
Fine weather, struck a wild. Killed a whale, at 9 PM got it to the Ship, And began to cut, At 3 A M finished Cutting. Scatter part Calm. Cutting up blubber and boiling. Isabel Island Dist 15 miles,

Saturday Jan 19th,
Good weather boiling. Saw but few whales. Seine Boats fast to a Whale. At Sunset Isabel Island NW. Dist 10 miles. The rest of the day Boiling. Saw a few whales did not lower.

Sunday Jan 20th
Beautiful weather. Boiling. "Eagle" boiling. Scatter part Struck a whale and parted one line, and one line got cut off.

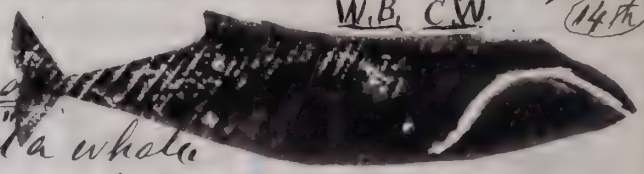


Monday Jan 21st,
Fine weather chasing whales, Scatter the Same.

Tuesday Jan 22d
Fine weather, Chased whales, got a boat load of hay from the Shore, for the Cow. Scatter part chasing. Ship working to the N. "Seine" going down off San Blas, Eagle took her 6th whale to day.

Ship Parnes Whaling off Isabel Island 1863

W.B. C.W.



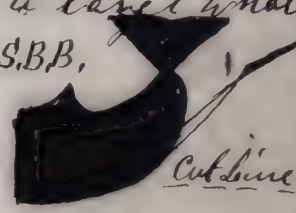
(14th)

Wednesday Jan 23

Fine weather, Struck and killed a whale at dark got it to the Ship, and Cut it in. Saw quite a number of whales, Seattle part Struck a large whale, and Had to cut from it as there was a strong wind and S.B.B. very rugged.

Thursday Jan 24th,

A Strong wind from NW. took up the Boats, Seattle part rugged, did not lower. Boiling



Cut Line

Friday Jan 25th,

Strong NW. winds lowered two boats, At 3 PM tacked off, in 1½ Fathoms of water, 2½ miles from the Shore, Mt Seattle part light winds and Calm, Ship working to the North. Saw but one whale, Land 5 miles off; 12 fathoms water

Lat 22.06 N.

Saturday Jan 26th,

Light airs, from SW. 2 Boats off, Cleaning bone, inboard, land 5 miles off, water 12 fathoms, Mt Seattle part light airs and Calm, Strong tide running to the SE. No boats off to day, few whales.

Sunday Jan 27th,

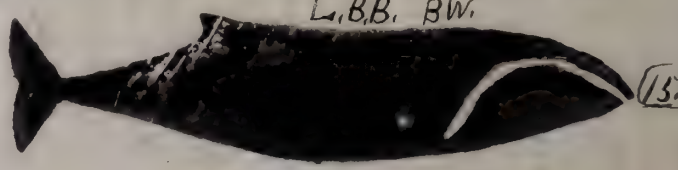
Light winds from NW. At 3 PM tacked off in 8 fathoms of water, Shore Dist 3 miles, saw a few horses on the beach, Mt Seattle part light airs and Calm, few whales in sight two boats off, Cleaning bone inboard,

Lat 22.13 N.

Monday Jan 28th,

Light winds and fine weather, killed and cut in a whale, Mt Seattle part pleasant, Chased a few whales, Cleaning bone.

L.B.B. B.W.



(15th)

Lat 22-25 N.

Steamship Hatteras passed through Hell Gate at 12.30 AM Monday Oct 29 1877

Whaling in the gulf of California 1867.

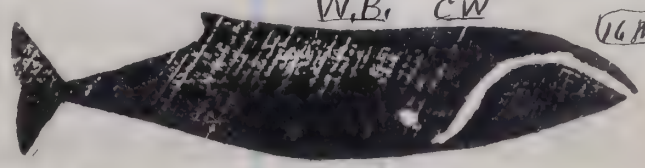
Sperm Picture Certificate

Thursday Jan 29th.

Pleasant weather. Shot at one whale did not fasten, bent up the iron, At sunset tacked off near a lagoon. Saw two small vessels at anchor in it, also a small village on the beach. M & Sattin part light airs and calm. Killed a whale and took it to the ship.

Ship off the lagoon. 12 fathoms of water.

W.B. CW



(16 ft)

Wednesday Jan 30th.

Fine weather out in the whale. Chased more. M & Sattin part weather the same. Boats chasing. Few whales but wild. Boiling.

Thursday Jan 31st.

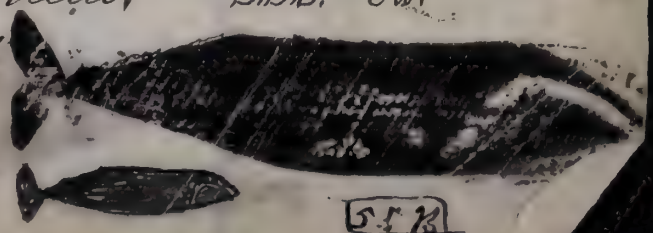
Pleasant weather. Chasing & boiling. Saw one Sloop and one Brig. M & Sattin part good weather ~~good~~ chased whales. very wild. Saw a great number. Off Pecapan Mountain Lat 22.55 N.

Friday Feb 1st.

Good pleasant weather, sent two boats into Pecapa Lagoon At dark the Boats returned. They found a large Lagoon with a bar across the Mouth of it. Also saw one Devilfish Cow & Calf There is a small village on the beach, the inhabitance which seems to be very poor. The people report that there is a large inland sea. And in Feb & Mch the Devilfish go in there in great numbers to Calf. They report also that the whales have not been troubled as there was never a whale Ship here before. The Lagoon abounds with oysters. At 7 PM anchored in 9½ fathoms of water, with 50 fathoms chain out furled sails &c. At daylight sent in the boats, they saw several Devilfish with small calves. Got one of them.

S.B.B. CW.

At 9 A M got it to the ship and began to cut. Two Boats went in Cruising again.



(5 ft)

Whaling in the Gulf of California 1861.

Saturday Feb 2d

Strong N.W. winds. At dark boats returned. saw one whale. Cow & Calf. Went up the Lagoon 6 miles. Saw no whales up there. Sent the first boats off. Chased two whales. Boiling.

Monday Feb 3d

Fine weather. chased two whales but could not strike. Shot at one & the iron broke. Finished boiling. This morning saw two Cows & Calfs on the bar. but could not get fast.

Tuesday Feb 4th.

Pleasant light sea Breze from N.W. Sent two Boats up the lagoon on examination. No whales about the bar. Moved the ship in shore one mile. Anchored in 8½ fathoms of water. 60 fathoms chain out. This morning went into the bar. saw two Cows & Calfs. could not strike. Unfortunately got one boat in to the breakers and came near being swamped. Four other boats went up the Lagoon. Finished stowing oil.

Wednesday Feb 5th.

Strong sea breze N.W. At Sunset Mate & Third mate came out to the bar but returned as the sea was breaking to heavy for the boats to pass through with safety. Two Boats 2nd & 4th mate have not returned yet. In the morning the boats came on board. Two of the boats went up the Lagoon 30 miles. A splendid sea for whales, but saw none. After breakfast went in to the bar. and killed a whale. saw 4. At noon got it to the ship

S.B.B.

18th

Barnes off Tecapa Lagoon 1861. Whaling

Thursday Feb 6th.

Pleasant weather sent in the whale. and made a fine tooth in a large shark the liver of which filled a half barrel tub, sent the boats in in the morning. saw no whales.

Friday Feb 7th.

Fine weather a Brig passed going N. Boats returned saw one whale. at dark finished boiling. Boats went in this morning saw one whale.

Saturday Feb 8th.

Strong sea breze. Sent two boats on shore. to engaged to whale. bought and brought off a Bullock. paid $16.00 for him. Stowed down 30 Bbls of oil. Boats went in and chased one whale. slightly struck ~~one whale~~ the calf. and drove.

Sunday Feb 9th

A nasty swell on. a sloop came out of the lagoon bound to ~~Mazatlan~~ Mazatlan. Finished stowing down and cleared up the decks. no boats whaling two boats went onshore.

Monday Feb 10th.

Pleasant weather. boats returned from shore. Boats went in in the morning and chased one whale.

Tuesday Feb 11th

Had a ~~shower of rain~~ small from S.W. to N.W. with quite a shower of rain. Saw one whale. Killed it got it to the ship and cut it in, all but the small left hanging in the tackles Frank Perry had his wrist cut quite bad, off duty. Mr Leathes part had a good deal of rain finished cutting in the whale, and com. boiling did not send in the Boats.

H. Hatteras

At anchor off Tecapan Sea ~~20~~ 10 whaling.

Wednesday Feb 12th.

Cool little rain weather clearing up, light breezes from N. Boiling. This forenoon to rugged to whale. Sent the boats inside the bar. Finished boiling turned up 23 bbls.

Thursday Feb 13th.

Strong NW winds boats returned. Saw whales outside Natives report having seen two whales inside the bar last night. Boats chased several whales but did not strike.

Friday Feb 14th.

Good weather stowed down 65 Bbls of Oil. Frank Perry's wrist doing well. Boats chased three whales could not strike.

Saturday Feb 15th.

Fresh NW. winds with a rough sea. Washed off the Ship. This morning 5 boats went in. Chased one whale up the Lagoon 12 miles, and another down to the beach could not strike.

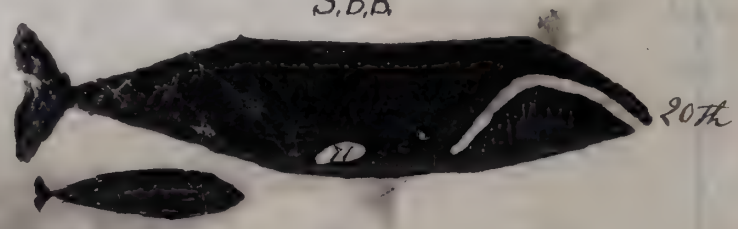
Sunday Feb 16th.

Good weather boats came onboard. the rest of the day fine weather. Two of the boats went on Shore.

Monday Feb 17th

Fine weather. boats came off. Got some late California papers. latest date Jan 5th. In the morning went into the bar with all of the boats. Saw two whales. Killed one. and got one boat badly stoven. lift the boat on the beach for present.

S.B.B.



20th

Casilda Ship Casilda Capt Tiller

Whaling in the Gulf of California 1867

Lizzie L. Mayhew

Thursday Feb 18th.

Cut in the whale and made a fire. In the morning sent the boats in but did not see any whales. At noon called them on board.

Wednesday Feb 19th.

Pleasant weather. At 2 PM finished boiling. Saw one whale go into the bar. Chased one whale this morning.

Thursday Feb 20th.

Strong sea breeze NW by W. and rugged. Ship pitching considerably. Went in but saw no whales. rugged. Stowing down oil.

Friday Feb 21st

Pleasant weather. Stowed down the oil. Went in in the morning did not see any Devilfish. Saw one Humpback. Killed it and took it to the ship. At 10-30 AM. began to cut.

Saturday Feb 22nd

Splendid weather. Finished cutting in the whale. and cleaned the decks. no whales to be seen at the bar. this afternoon. took off the Stove boat from the Shore. Began to Boil.

Sunday Feb 23d

Pleasant weather. Light NW breeze and smooth. Capt Scoffy sailed for Mazatlan thence to San Francisco. by Steamer. He took letters from us to forward in San Francisco. then Home. During the remainder of the day very pleasant. Boiling

Monday Feb 24th

Pleasant weather. finished Boiling. At Sunset saw a Devilfish Cow & Calf. the first one seen for several days. went in in the morning no whales. Chased a Humpbacks. Spoke a Sloop from San Blas bound to Mazatlan. Reported 2 Ships at Isabel Island. At noon Struck a whale. and killed it.

Ship James on the Coast of California Whaling

Thursday Feb 25th 1867.

Strong sea breeze from W.N.W. inclining to N.W. a short nasty sea sprung up (very) suddenly. got the whale to the ship and cut it in to the small, hove that out of the water clear of the sharks. To mugged to take the fat from the inside of the whale got supper and set the watch to boil and clear away the head. In the morning finished cutting 12 Bbls gut-fat. Sent off the boats but they saw no whales.

Wednesday Feb 26th.

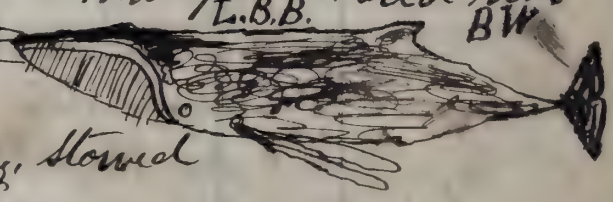
Pleasant weather with a fresh sea breeze. Boiling. Saw one Devilfish this morning. Could not strike her. Chased Humpbacks. Stowed down 40 Bbls of oil.

Thursday Feb 27th.

Pleasant weather. Stowing oil. At 11 A.M. got underway and stood off shore. No whales in at the bar

Friday Feb 28th.

Pleasant; Killed and cut in a Humpback. did not save the gut-fat. Chased Whales this afternoon but could not strike. A Brig in sight whaling. Stowed down 50 Bbls of oil.



Saturday Mch 1st.

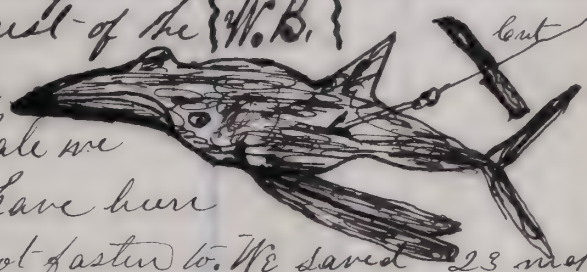
Pleasant weather. Chased but could not get fast. This afternoon Calm did not lower. A Brig in sight whaler.

41 of
1875
2233

Whaling on the Coast of California or rather Mexico.

Sunday Mch 2d

Pleasant weather, struck a large whale and had to cut from it, it was so bad. The rest of the day Pleasant did not lower. One sloop in sight. This is the 43d whale we have struck this season, and we have been along side of 40 others that we did not fasten to. We saved 23 making 900 Bb's of oil. We used 2 Gunne guns, and if we had had two more we would have done better. About all the whales we lost was on account of the Irons, shackles, & lines parting. All that we cut from were struck with hand Irons, with the exceptions of this one.



The following is a list of Ships that I have Sailed in,

		Sailed	Arrived
Governor Morton	Merchant	June 8th 1864	Sept 28th 1862 Burned by the Shenandoah
William Thompson	Whaler	June 25th 1865	June 25th 1865
James	Whaler	Dec 6th	

Jaunt Towards the Arctic.

Monday
Tuesday (Sea (act.) April 30th

At 3 PM got onboard and left off for the Arctic M & Seather part head a gale from SE Steering Wby S.

Wednesday May 1st

Wind shifted in a squall from W. M & Seather part light W winds Ship by the wind NW to N by W took in the Starboard Anchor to put a stock on it, the other having been broke at Honolulu.

Lat 21 32 N.
Long 161 08 W.

Thursday May 2d

Light WNW winds Ship by the wind W. Stocked the anchor and put it on the bow. M & Seather part light airs from NW.

Lat 23 08 N
Long 160 08 W

Friday May 3d

Light airs from NW. At 4 PM saw Bird Island W by S Dist 20 miles watch busy in ships duty. M & Seather part fresh winds from N. Ship WNW. At 9 AM took in foretop gallant sail and main Royal

Lat 23 22 N.
Long 162 16 W.

Saturday May 4th

Begins with strong winds from N with good weather Ship by the wind W.N.W. M & Seather part strong trades from N.NE. Ship by the wind NW

Lat 24.23. N.
Long 163.43. W.

Sunday May 5th.

Begins with strong N.NE. winds M & Seather part the same.

Lat 26.21. N.
Long 165.32. W.

Monday May 6th.

Begins with good weather and strong winds steering NW saw one school of Black fish. M & Seather part light NE winds with good weather, employed in picking over potatoes mending sails + cask.

Lat 28.20 N
Long 167.20 W

New York Dec 31st 1862. 39 50 00 (166 166 2/3 166
30 166 31
200 166
180 8
200 47
5 206 2206
2 50 00 22,73
27 06 2391

Ship Janus bound for Calcutta 1867.

Tuesday May 7th.

Begins with light winds and good weather. Steering NW. Watch employed picking over potatoes. Some birds around. M & S part light baffling winds ship heading from NW to SW. employed in mending sails and several other little jobs.

Lat 29 21 N.
Long 168.24 W.

Wednesday May 8th.

Begins with good weather with light airs and calm, busy mending sails and fitting ship. Saw some kind of a whale. M & S the part good weather and light NNE. winds ship heading NW to NWbW. busy mending sails. put a stove up in the Cabin.

Lat 30 18 N.
Long 169 45 W.

Thursday May 9th

Begins with good weather and light winds busy mending sails and various other jobs about ship. I can say that I have finished reading the Testament for the first time. M & S part light airs and calm. Sent down upper main Topsail to repair also the Mainsail.
at ½ past 11 tacked ship

Lat 30 50 N.
Long 171-02 W

Friday May 10th

Begins with light winds from W.N.W. Ship heading North bent Topsail and mainsail. Saw a small finback. M part strong winds and squally weather ship heading NC. S the part strong winds from N.NW. with squalls. Employed in breaking out and mending sails.

No Obs.

Saturday May 11th

Begins with strong N.NW. winds with squalls at 3 PM wore ship to WNW. M & S the part fresh winds from N.NE. to N. Ship heading from W.NW. to NW. Sent down Maintopgallant sail to repair.

Lat 33 03 N.
Long 173 08 W.

Sazza L. Mayhew

Nine Hair Oil

Ship James bound for the Arctic Ocean 1867.

L L S

Sunday May 12th

Light winds and good weather Ship heading from NW. to NNW by W. repaired Maintopgallantsail and bent it. M & Latter part light airs and calm. good weather. lowered down the Starboard boat and taught the Kanakas how to pull, also killed a Shark No Obs.

Monday May 13th

Begins with light W.N.W. wind with good weather nothing to be seen M & Latter parts Strong wind from N.NE. Ship heading NW. saw finbacks & a Sun fish employed in sawing wood and various other jobs. put the stove in the Dry house.

Lat 35.11 N.
Long 171.45 W.

Tuesday May 14th

Begins with fresh winds from N.NE. with a bad swell on Ship heading N.W. made some sail. M & part light airs and calm Latter part Strong winds from S.W. Steering N.W. all sail out. put a stove in the forecastle also supplied the crew with clothes.

Lat 37.51 N.
Long 171.59 W.

Wednesday May 15th

Begins with a Strong gale from S.W. Steering N.W. Some Squalls passing over, M & part Strong winds from S.W. Steering N.W. took in light Sails. Latter part Moderate gale from W.N.W. Ship heading N.

Lat 39 14 N.
Long 170 Obs.

Thursday May 16th

Begins with a fresh Gale from W.N.W. Ship heading N. At 4 o'clock jib give out sent out another one. Ship under Whole Topsails. M & Latter part Moderate gale from W.N.W. Ship heading N. under topsails. saw a finback

Lat 40 31 N
Long 170 15 W.

Friday May 17th

Begins with a moderate gale from W.N.W. with some Squalls. M & part Strong winds from W.N.W. Latter part Strong gale from SW Steering NW by N. under topsails with the grip. Took in Maintopgallantsail Spanker. No Obs.

Ship James Towards the Arctic Ocean 1867.

Saturday May 18th.

Begins with strong gale from SW with rain string N.NW. took in Upper fore and main top sails fit fore sail Main sail main top mast stay sails and set fore Spanker, at dark wind about W. M part gale moderated and made all sail. Latter part fresh wind from W with fair weather. string N.NW. Carpenter fixing Mr Parills room. No Obs.

Sunday May 19th.

Fair weather and light SW. winds string NW by N. all sail out, finished fixing the room. M part fresh winds from the S with rain. Latter part wind S.S.W. inclining W. took in main Royal. wind increasing. Lat 46.50 N. one sail in sight. Opened one of my cakes. Long 170.40 W.

Monday May 20th.

Beging with strong winds from W.SW. Shortened sail. ship under foresail lower fore top sail fore topmast stay sail. double reefed main Top sail, and Mizzen Stay sail. That sail is the Nile Capt Long, in Company. M+ Latter part Strong wind from W. ship under short sail some rain Nile in sight.

Lat 48 02 N.
Long 170.20 W.

Tuesday May 21st.

Begins with moderate gale from W with squalls ship heading N.NW. M+ Latter part light winds from W to NNW. at ½ past eleven tacked ship to SW by W. Nile in sight. Saw a finback.

Lat 49 15 N.
Long 170 50 W.

Wednesday May 22d

Begins with light airs and calm. Killed two Sheep. Nile in Company. M part light airs and calm caught a fur seal Latter part light winds string NW by N. Nile in sight employed in mending sails picking over potatoes and making a seal pen. No Obs.

Ship Panus Towards the Arctic Ocean 1861.

Thursday May 23d

Begins with light airs from SE. Steering NW by N. all sail out Nile in sight. some rain M & Sather part light winds from SE. inclining E. steering NW by N. all sail out finished mending jib. Carpenter making bread locker and fixing the Stusay Nile in Co.

Lat 56.47 N.
Long 121.39 W.

Friday May 24th

Begins with light winds from E.NE. Steering N.NW. Nile in Co. At noon Ship 90 miles from SSE. Middle 32 passage. At 8 A M saw two Islands. At the same time wind shifted to N.NW. and blew strong. Ship heading NE. Spoke Bark Nile Capt Long. came on board a few minutes.

Lat 62 00 N.
No Long

Saturday May 25th.

Begins with strong gales from NNW. Stood in by Cumia Island. also passed the small Island off the East end of it and the Rock farther to the North. Soon raised Sequam Island. which we would of seen in the morning if it had not been for fog. Run down under the lee side of the Island and before dark passed out by the North end of it. blew very heavy to the leward of the Island in Woollins. At dark Nile 4 mile to windward under a heavy press of sail. Ship under double reefed Topsails. Throughout the night the weather was very nasty. blowing heavy with torrents of rain. and a very bad sea on. Stood on alternate tacks. NE & W (wind N.NW.) about three hours each. At 12 A M raised the Island ahead again. Dist 8 miles. At 9 A M wore ship to ~~the~~ NE. ~~Ship~~ made some sail.

No Obs.

Remarks in the 72 passage 1862

Sunday May 26th.

Begins with strong wind from W.S.W. Ship heading N.E. at ½ past 8 wore Ship to W. ship under easy sail. M past strong winds from W.N.W. Ship on alternate tacks. Latter part strong winds from N.W. Ship heading N.N.E. some snow squalls. Saw two Islands on the other side of the passage. Amoukhta & Pchegouba stood over pretty handy towards them then tacked ship. at 9 A.M. tacked. toward the Two Island again. No Obs.

Monday May 27th.

Begins with fresh breezes from N.W. Ship heading N.N.E. some snow squalls passing over. at 1 P.M saw the two Islands on E side of the passage. One Boy off duty sick. M & latter part fresh winds from N.N.W. Ship heading W. Some snow squalls passing over.

Lat 62.59.N.
Long 173.42.W.

Tuesday May 28th.

Begins with fresh winds from N.N.W. with snow squalls. at 1 P.M tacked ship. heading N.E. M & latter part fresh winds from N by W. with some snow squalls. employed in breaking out water. No Obs.

Wednesday May 29th

Begins with strong winds from N.N.W. with a heavy swell. Ship heading W. M & latter strong winds from N. inclining W. Ship heading W.N.W. to W. some heavy snow squalls. all sail out.

Lat 62.42.N.
Long 175.48.W.

Thursday May 30th.

Begins with strong wind from W.S.W. steering W.N.W by N. took in topgallantsails and other light sails. M & latter part strong winds from W.S.W. steering W.N.W by N. all sail out.

No Obs.

Spouted

Janus Towards the Arctic Ocean F. C. Smith commander

Friday May 31st.

Begins with fresh winds from the S.W. with fog, steering N.W. by N. all sail out, M part calm, latter part light winds from S steering W.N.W. all sail out fog squalls passing over, watch busy getting ready for whaling. put out the cutting stage

Lat 58.39 N.
Long 177.20 W.

Saturday June 1st.

Begins with light winds from S. with some fog, at 8 p M raised the Ice, saw some finbacks employed in getting ready for whaling Carpenter putting up the crows nest, M & latter part light S.S.W. and with some fog, killed six sheep; put up the crows nest, and several other things, killed two rats.

Lat 59.29 N.
Long 179.30 W.

Sunday ~~May~~ June 2d

Begins with light S.S.W. winds with good weather steering W.N.W. M & latter parts light winds from E, with fog steering W.N.W. all sail out, saw one seal.

Lat 60.12 N.
Long 181-11 W.

Monday June 3d

Begins with fresh E winds steering from W.N.W. to N.N.W. good weather cook off duty sick, also one boy. M & latter part strong wind from E. with good weather, passed through a stick of Ice, at ½ past 11 saw "Cape Navarin" stood in pretty handy then tacked off.

Lat 61.54 N.
Long

Tuesday June 4th.

Begins with strong E winds. Ship working to windward. Spoke Bark Helen Mar. clean had saw no whales, M & latter part light E.N.E. winds good weather, working to the N.

Lat
Long

Wednesday June 5th.

Begins with light airs and calm spoke Bark Helen Mar. come on board and stand N.E. by N ½ N. M & latter part light winds from S.E. steering from N.E. to N.N.E. Helen Mar in Co. saw two sail,

Lat 63.13 N.

Cruise Towards the Arctic Ocean P. C. Smith commander, 1861

Thursday June 6th.

Begins with light winds with some fog. Then sails in sight named "Helen Mar" and spoke Honolulu Bark trader, name unknown, formerly the old "Richmond" of N. Bedford, M & Latter part light airs and calm course N. & W. Saw one Devilfish going quick to the E. Helen Mar in Co. Killed two Hogs. | Lat 64.13 N. | Long 178.00 W.

Friday June 7th.

Begins with light airs and calm employed in several different jobs mending boat, put up side clothes in the fore rigging, also fitted the try works cover for a house. Capt of the H.M. came on board a few minutes. Sound and Ice in sight. M & Latter part light airs and calm Ice and Land in sight. H. Mar in Company sent 4 boats in to the Ice cruising saw no whales. Caught one Walrus. Carpenter fixing boat. saw 2 finbacks. | Lat 64 26 N. | Long 178.48 W.

Saturday, June 8th

Begins with light airs and calm. At 1 P M boats came on board. Capt went on board H. Mar. M & Latter part light S.S.E. winds with some fog. At ½ past 11 fog let up nothing in sight watch employed in ships duty. Blacksmith made a band with the ships name on it. | Lat 64, 20 N. | Long 177. 53 W.

Sunday June 9th

Begins with light E winds steering by the wind spoke H. Mar. M & Latter part light E winds steering by the wind spoke Ship California & Helen Mar thick fog. Saw one Bowhead going quick. did not lower. Saw Cape Behring and Cape Achegee.

N. Obs

Hours in the Arctic Sea. F. C. Smith, Commander.

Monday June 10th. 1867

Begins with fresh E winds with thick fog gaining with Ship California and H Mar. M & Latter fresh winds from E. S.E. with some snow & rain. Ship working to windward along Shore, H. Mar. & California in Co. two other Sails in sight.

No Obs

Tuesday June 11th.

Begins with strong E.S.E. winds spoke Ship Ohio & California H. Mar & Vineyard in sight. all work up along Shore. Capt reported the Loss of the Congress & Cantoro Packet also reports Ships from 1 to 8 whales. M & Latter fresh winds from E with fog. Ship working to windward one sail in sight, saw one Devil fish going W. quick.

No Obs.

Wednesday June 12th.

Begins with light wind and thick fog saw one sail, going N.N.E. stood along to the land and see then tacked off shore. M & Latter part light winds from E to S.E. Ship on alternate tacks working through the Ice No Obs saw some walrus & seals, saw one sail, in the fog.

Thursday June 13th

Begins with light wind from E to S.E. working through the Ice with some fog Ship on alternate tacks. M part no change in the weather. Got into heavy Ice kept off and man out of it. At 6 P M saw St Laurence Island bearing E.S.E. Dist 18 miles. Kept off towards Plover Bay, saw one sail.

Friday June 14th.

Begins with light airs from E.S.E. with foggy weather. No Ice to be seen. M part thick fog & light airs. Latter part light airs from E some fog. Saw St Laurence Island S.S.E. & bearing N.N.W. passed a body of Ice several miles long but narrow.

Lat 64.45 N
Long 171-13 W.

Janus in Behring Straits 1867.

Saturday June 15th.

Begins with light airs from E.N.E. & calm. Saw South head of St Lawrence Bay N by W. Dist 40 miles.
At ½ 4 AM sent two boats in St Lawrence Bay
Lat 66.24 N.

Sunday June 16th.

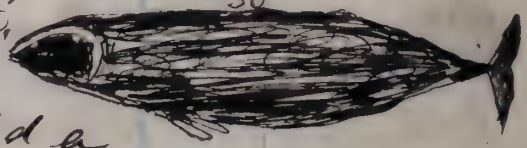
Begins with light airs and pleasant weather bay full of ice. Also some Ice off shore. The Natives report a good many whales having gone into the Arctic. also about 26 Ships. — — — — — — — —
The boats saw three whales in the bay but could not get fast. One ship in sight had two boats loads of Natives off. M't Seattle part light airs and calm. Saw & lowered for 1 Bowhead. Off St Lawrence Bay Lat 65 52 N
Long 170.00 W

Monday June 17th.

Light winds from South Shifting to the North. "Vineyard" in Co. Several ships in sight all bound to the Arctic.
M't Seattle part light airs and calm. Clear weather & sails in sight & boiling.
Lat 66.25 N.
Long 169.33 W.

Tuesday June 18th.

Light South airs killed and cut in a Devilfish. Saw Bowheads but could not strike & Ships in sight two Boiling, a great many Devilfish in sight. L.B. BW.
Cut the Whale in one hour & a quarter.



M't Seattle part the same. Sent the boats into the Ice Struck and Killed a Devilfish, got two boats stove. Several sails in sight two boiling. Saw the ~~Atlantic~~ Mt Vernon Capture a Bowhead.

S.B.B C.W

Ship Janus in the Arctic H.C. Smith commander

Wednesday June 19th

Begins with light winds from South, with good weather, Several Ships in Sight two Boiling, plenty of devilfish in sight, Employed in Boiling M & Latter part light winds with good weather chased Bowheads but without success, employed in boiling, had ~~one~~ two Boat load of Natives off, Several Sails in sight two Boiling.

N. Cobb.

Thursday June 20th.

Begins with light airs and calm chased Bowheads but without success. Several sails in sight one Boiling. M & Latter light winds with some fog employed in boiling.

N. Cobb.

Friday June 21st

Begins with light winds with some fog Employed in boiling several sails in sight three boiling, M part foggy & calm towed the Ship about 4 hours, Latter part fresh wind with good weather finished boiling employed in stowing down, saw the Vineyard take a Devilfish, Several sails in sight one boiling.

Saturday June 22nd

Begins with fresh winds from SE, with good weather at 3 PM sent the Boats into the Ice but did not see anything at 6 PM finished Stowing down, at ½ PM lowered for Devilfish but did not get any, M & Latter part good weather saw Devilfish lowered but did not Strike Several sails in sight & had a boat load of Natives off.

N. Cobb.

Sunday June 23d

Begins with fresh winds with good weather steering to the North spoke Bark Vineyard boiling a Devil fish, also spoke Ship California lowed one whale & Bark John P West Capt Bunker cutting a Stinker which makes him six whales, cut two yesterday, good luck, M part fresh winds good weather plenty of Ice in sight saw Bowheads lowered but without success, saw H. Mar cutting 6 sails in sight Latter part good weather spoke Barks H. Mar, 2 whales & Aurora 3 whales, Lat 68-03 N Long 171-25 W

Remarks in the Arctic cruising 1867.

Monday June 24th

Begins with light winds and good weather steering from N.N.E. to N.N.W. spoke Ship California about 15 Sails in sight three boiling saw plenty of walrus & Killers. M & latter part light airs and calm 26 Sails in Sight 11 boiling Spoke Bark Eagle, Capt Loveland 4 whales reports Thos Brothers 15 whales & President 14

Lat 67.58 N.
Long 171.17 W.

Tuesday June 25th

Begins with light airs and calm, 26 Sails in sight, 11 boiling Spoke Ship Florida Williams 3 whales boiling. also Spoke St George 6 whales & California one. The St George reports Bark Islander fast barkin one whale Thomas Dickason 7 whales and several other ships done very well. several ships whaling one cutting. M part good weather chased whales but without success. saw the Montiello cutting several Ships whaling latter part light airs and calm chased whales but without success. Spoke Ship Thomas Dickason 8 whales 100 bbls. all well 28 Ships in sight 5 or 6 boiling.

No Obs.

Wednesday June 26th.

Begins with light airs and calm saw Bowheads chased but without success spoke Bark Active Robinson 8 whales boiling, also Spoke Bark Hal Havin Heppingstone 7 whales boiling. M part light winds and good weather a good many Ships in sight went on board of the Active and spent the Evening Some ships whaling latter part the light airs and calm chased whales but without success plenty of walrus around, about 15 ships in sight several boiling

Lat 67.58 N.
Long 169.42 W.

Journal of Whaling in the Arctic Ocean 1867.

Thursday June 27th.

Begins with light winds and good weather boats came on board, plenty of Ships in sight some whaling some boiling M part light winds with good weather S & E part fresh winds from N by W with good weather saw & chased a Bowhead . Several Ships in sight. So ends coming in foggy. Spoke Bark Lydia.

Friday June 28th.

Begins with fresh winds with thick fog ship laying aback at 3 P.M wore Ship. M & S & E strong winds from N. with some fog lowered for a Bowhead but did not see him again. Several ships in sight one boiling.

No Obs

Saturday June 29th

Begins with light N winds with thick fog saw five sails M part fresh winds from E.S.E. with good weather Spoke Bark Seine. S & E part fine weather with light winds several sails in sight. Saw two carcasses one ship boiling.

Lat 68.20 N.
Long 169.46 W.

Sunday June 30th.

Begins with light winds with a heavy swell on 15 sails in sight 3 boiling Spoke Bark Seine clean & Bark Cicero 1 whale. M & S & E part strong E.S.E. winds with good weather 9 sails in sight. Saw the land & Ice & plenty of walrus. 3 Ships boiling.

No Obs

Monday July 1st

Begins with strong E.S.E. winds with ~~good we~~. Some fog & rain 9 Ships in sight 3 boiling Land & Ice in sight. M & S & E part light E by S winds with good weather 5 Ships in sight 3 boiling. had two boat loads of Natives off. Cape Serge in sight Dist 5 miles bearing about S.E.

No Obs.

Minutes in the Arctic Ocean Cruising 1867.

Tuesday July 2nd

Begins with light airs and calm with good weather 18 Ships in sight, boiling, Spoke Bark "Seine" & got a pig from her. M & Latter part variable winds with some fog, "Seine" in Co.

Lat 68 58 N
Long 168.58 W.

Wednesday July 3rd

Begins with strong winds from N.N.W. with good weather "Seine" in Co. saw her take a dead whale. M & Latter part strong N winds with good weather Stood up to the Ice off Cape Lisburne then Stood off saw some walrus, took in main Royal & T.G. sail.

Lat 68 26 N
Long 168.25 W.

Thursday July 4th

Begins with strong winds from N with good weather Stood off a little, two Ships in sight saw walrus, after supper stood off S.S.W. Spoke Bark Helen Mar. 3 whales M & Latter part strong winds from NE with a bad sea Ship under double reefed main and close reefed fore topsail & staysail. "H. Mar" & "SEINE" in company latter boiling.

Lat 68.42 N.
Long 170.13 W.

Friday July 5th

Begins with strong NE. winds with good weather Spoke "Helen Mar" & "Seine" boiling. Killed the boys. M. part strong NE winds with good weather, Latter part light E.S.E. winds with good weather "Seine" in company boiling.

Lat 69 21 N.
Long 171 54 W.

Saturday July 6th.

Begins with light winds and thick fog "Seine" in company, put the Ship under topsails. M & Latter part fresh winds with some fog Spoke Ship Ohio one whale. plenty of Ice in sight & two sails.

No Obs.

65
5
325

Jan 18. Whaling in the Arctic Ocean R.C. Smith Commanding

Sunday July 7th. 1861.

Begins with light winds with some fog Ice and our Ships in sight. M.t Latter part light wind and quite good weather running down along the Ice Chiot in sight. 5 sails in sight.

Lat 69 26 N.
Long 170.35 W.

Monday July 8th 18

Begins with light winds and good weather "Seini & Chio" in Cor Spoke "Seini." M.t Latter part light NNW winds with quite good weather 5 Ships in sight, & some Ice.

Lat 69 21 N
Long 170 05 W.

Tuesday July 9th.

Begins with light W.N.W. winds. with some fog saw 5 sails. Spoke Bark "Alpha" Lawton 5 whales, also spoke Bark "Seini" Monticello" Ocean" & Joseph "Maxwell" M.t Latter part fresh winds from W.S.W. with some fog 10 sails in sight steering E by S. saw some Ice.

Lat 68 51 N.
Long 170 16 W.

Wednesday July 10th.

Begins with fresh W.SW. winds with good weather saw two Ships steering E by S. M.t Latter part light winds with some fog. Point Hope in sight one canoe came off, had but little trade, sent in the boats to look for whales but did not see any, one Bark & Brig in sight, saw two ~~whales~~ Dowelgish

Thursday July 11th

Begins with light winds from W.SW. Point Hope E dist 6 miles no whales when the boats came off ~~all~~ of the Officers bought off some flowers. Some heavy Ice drifting to the N fast, M.t Latter light airs and calm with some fog one sail Cape Lisburne and Ice in sight. At noon Cape Lisburne bore E.N.E. Dist 21 miles.

Lat 68 44 N.
Long 166 10 W.

11-50
33
11-23
12
68

Journal in the Arctic Ocean Whaling 1867.

Friday July 12th.

Begins with fresh N.N.W. winds with good weather Land & Ice in sight & one sail Ship working in towards the Cape. M.t Latter fresh North winds with some fog, one sail in sight, Ship heading N.N.W.

Saturday July 13th.

Begins with strong N.N.W. winds with good weather, at 2 P.M. got up to the Ice and tacked to N.E. Some heavy Ice, M.t Latter part fresh winds from N. with good weather plenty of Ice in sight, at 9 A.M. stand off along the Ice.

Lat 69 52 N.
Long 168.50 W.

Sunday July 14th.

Begins with fresh N winds with good weather steering down along the Ice, at 8 P.M hauled to the wind E.N.E. and double reefed Topsails. M.t Latter part light N by W winds with good weather one sail & some Ice in sight at noon Herald Island bore N.W by N Dist 8½ miles.

Lat 70.05 N
Long 173.02 W.

Monday July 15th.

Begins with light N by E. winds with good weather, Spoke Bark "Aurora" at 4 o'clock 14 sails in sight one whaling plenty of Ice in sight, Saw and lowered for a Bowhead but without success. M.t Latter light winds with good weather little fog, Sent two boats into the Ice but did not see anything. Saw two carcasses 16 Ships in sight one whaling.

Lat 70 30 N N.
Long 174 30 W.

Tuesday July 16th.

Begins with fresh E.N.E. winds with good weather 16 Sails in sight one whaling and one boiling, Saw a dead walrus lowered and cut his head off. M.t Latter part light E.N.E. winds and good weather Herald Island plenty of Ice & 38 Ships in sight & boiling. Spoke Bark "Merlin" Thomas boiling, 4th whale. Sent the boats into the Ice to cruise, caught two Bears & saw two whales going quick to South

Lat 71 13 N.
Long 173-46 W.

Ship James in Arctic Ocean whaling F. C. Smith, Commander 1867.

Wednesday July 17th.

Begins with light N.W.E. winds with good weather. 31 Ships in Sight boiling. Spoke Bark "John Howland." Whilden 4 whales, M part thick fog. Latter part light N.N.W. winds with some fog. Spoke Bark "President" Kelly 17 whales & "Josh Perry" 9 whales. Capt Green, Capt Kelly is quite Sick. 16 Sails in sight. No Obs

Thursday July 18th

Begins with light W.N.W. winds with some fog. 47 Ships in sight. Spoke Barks Islander 14 whales one more whale to fill. "John Carver" North. two whales. "Oliver Crocker" 6 whales plenty of Ice in Sight. M & latter part foggy Spoke Barks "Active" "Pridnt" "Lydia" & Ship Florida 4 whales.

Lat 71.02 N
Long No Obs

Friday July 19th

Begins with light wind and foggy weather 53 Ships in sight. all Gam ming. Saw Herald Island. One Ship boiling. M & latter part light N.W. winds with some fog 50 odd ships in sight none boiling or whaling. Steering E. 4 Ships in Company.

Lat 71.10 N.
Long No Obs

Saturday July 20th

Good weather steering E. along the Ice 4 Sails in Co. M & latter light airs & calm with thick fog. Spoke Bark No Obs. Navy oil unknown.

Sunday July 21st.

Light airs & calm with thick fog. M & latter part light N winds with some fog. Saw 3 Sails. and some Ice.

Lat 70 48 N.
Long 172.28 W.

Monday July 22d

Begins with light winds with some fog Saw 4 Sails. in sight. Spoke Bark "Seine" M & latter part light S.W. winds with good weather. 30 Ships in sight. also some Ice. Spoke Ship "Thomas Dickerson" 9 whales one Ship No Obs Boiling.

Ship James whaling in Arctic Ocean 1867.

Tuesday July 23d

Begins with light winds and good weather, 20 Ships in sight one boiling. Mt Latter part light airs and calm 18 Ships & Ice in sight plenty of walrus on the Ice.

Lat 70.08 N
Long 173.57 W.

Wednesday July 24th.

Begins with light airs and calm, Several sails in sight. plenty of Ice & walrus in sight. Some fog. Spoke Bark "H. Max" 3 whales. Mt Latter light airs and calm with some fog. Several sails in sight. No Obs.

Thursday July 25th

Begins with light airs and calm 14 sails in sight. & some Ice. some fog. Good weather. "Hibernia" chase one whale. 14 ships in sight. Lat 70.37 N

Friday July 26th.

Good Weather. "Julian" chased one whale - going S. Mt part the same. Latter part fresh E.S.E. winds steering N.E. by the wind. Saw Herald Island spoke Ships Nay & Max. & C. Crocker.

Saturday July 27th.

Begins with fresh E.S.E. winds with good weather Several sails in sight most of them going N.E. plenty of Ice in sight. Mt Latter part light airs and calm Ice & several sails in sight.

Lat 70.08 N
Long 171.27 W.

Sunday July 28th.

Begins with light N winds with some fog. Spoke Ship "Adeline" South 1 whale & Bark John P West. 6 whales. Mt Latter part light airs and some fog. Ice and some sails in sight.

Lat 70.03 N.
Long 172.50 W

Monday July 29th

Begins with light winds running down along the Ice three sails in sight. Mt Latter part Strong. E.S.E. winds with cloudy weather 22 Ships Ice & Herald Island in sight.

Ship Janus Cruising in the Arctic Ocean H. Smith Commander 1861.

Thursday July 30th.

Begins with strong E.S.E. winds with a bad sea & cloudy weather 22 ships Ice & land in sight. M & Latter part fresh gale from E.S.E. with a nasty sea on. 5 ships in sight ship on alternate tacks.

Lat 71-28 N.
Long 174-15 W.

Wednesday July 31st.

Begins with the same wind & fine weather 22 ships in sight. Boiling St George. M & Latter part the same.

Lat 71.04 N.
Long 173.14 W.

Thursday Aug 1st.

Begins with fresh E.N.E. winds with some fog 13 sails in sight. Ship on alternate tacks. M & Latter part fresh winds from N.N.E. with cloudy weather. 8 ships in sight. Spoke ship "Irish Percy" Gunn. 10 whales. & "Corinthian" Lewis. 4 whales.

Lat 71.04 N.
Long 174-10 W.

Friday Aug 2d

Begins with strong N.N.E. winds with good weather. Steering E. S.E. All sail out. Corinthian in Company. 5 sails in sight Employed in mending the maintopmaststay sail. M part foggy. Latter part strong N winds with good weather steering E by N. Saw 10 ships "Corinthian" in Co. sent up the main topmaststaysail.

Lat 69.14 N.
Long 171.37 W.

Saturday Aug 3d

Begins with strong N. winds with a nasty sea on. steering E.N.E. Corinthian in Co. Ship labouring very hard. M & L part strong winds from N.N.W. with good weather three sails in sight also Cape Lisburne & point Hope. 8 bells.

Sunday Aug 4th.

Begins with the same weather & wind Spoke Ship Corinthian in Company with us laying off and on at Cape Lisburne waiting for the wind to cease so we can get some water. M part calm Latter part light airs and calm. At 8 8 o clock A M dropped anchor in fresh water. got off 120 Bbls of water and a cord of wood. Corinthian in Co. 8 bells.

Ship Lewis in the Arctic Ocean Cruising 1867

Monday Aug 5th 1867.

Begins with a flat Calm got the raft off and took it in, at 9 PM took our anchor and stood off, N.N.W. C. in Co. M & Scatter part light W.S.W. winds 3 sails in sight some fog saw ~~Tuesday~~ a Devilfish.

Tuesday Aug 6th.

Begins with light winds and good weather 3 sails in sight one whaling, saw a Devilfish and lowered for it, but without success. Spoke Bark "Progress, Dowden 1 whale, M & Scatter fresh gales from W.S.W. with some rain, ship under easy sail, saw one sail.

Lat 69-37 N
Long 166.22 W.

Wednesday Aug 7th.

Begins with moderate winds from N.N.W. one sail and Cape Seibunne in sight at 6 PM bore S 72 E Dist 45 miles. M & Scatter strong W.N.W. winds with snow squalls 3 sails in sight ship on alternate tacks.

Lat

Thursday Aug 8th

Weather the same, took in the jib. M & Scatter part light W.S.W. winds with good weather Ice + 18 ships in sight.

No Obs.

Friday Aug 9th

Begins with light winds and fine weather spoke ship "John Howland" 4 whales + "Martha" clean 44 months out with 800 Bbls. of oil several sails in sight. M & Scatter part light N. winds with good weather, 8 Ships in sight.

No Obs.

Saturday Aug 10th

Begins with light airs + calm 4 ships in sight, sent down the lower main topsail repaired it and sent it up again, M & Scatter light winds and good weather 3 sails in sight.

No Obs.

Enemyes

Janus. Whaling in the Arctic Ocean Whaling 1862.

Sunday Aug 11th

Begins with light winds with good weather. 3 sails in sight running down along the Ice, spoke Bark Norman. clean 23 months out 380 Bbls of oil, M & Latter part the same. Saw a Bowhead lowered for him but did not suit again.

Monday Aug 12th.

Begins with fine weather running down along the Ice 6 sails in sight. M & Latter part strong winds from N. with some snow & rain. Stering to the South along the Ice, with a number of other ships. Lat 69 40 N.

Tuesday Aug 13th. Long 168-40 W.

Fresh gales from N. Stering to the E. Ice in the aboved named Latitude & Longitude, Spoke "Florida", San Francisco. M. & L part the weather the same. At 10 A M saw Cape Seisburne and stered for it. "Three Brothers" in Co. Noon Cape 3 miles off.

Wednesday Aug 14th.

Strong N E. winds, run in 10 miles South of Cape Seisburne and got off a lot of wood. (Drift wood) mostly pine & spruce. To night is the first time that we have lighted a candle to write with for more than two months One sail in sight. M & Latter part strong winds from N.N.E. with good weather. one sail in sight. At noon Cape Seisburne S.E. ½ E, Dist 19 miles, Lat 69.00 N.

Long 166.44 W.

Thursday Aug 15th.

Begins with light winds from N.N.E. two sails in sight. Spoke Bark "John Carver." North. 2 whales. M & Latter part light airs & calm, Saw a Carcass. one sail & land in sight.

Lat. 69 18 N

Long 166-00 W.

Annes in the Arctic Ocean Whaling 1867.

Friday Aug 16th.

Begins with Stiffy N.N.E. winds with some fog. one sail in sight. Sent down an old foretopsail & foresail, and bent new ones, saw a school of Killers. M.t Latter part fresh gales from N by E. some rain & snow. saw one sail. Ship under short sail. wore ship No Obs. at ½ past 11.

Saturday Aug 17th.

Begins with fresh N by E gales with fog & rain. saw some scattering Ice. M.t Latter light W.S.W. winds with some fog. Saw ~~sa~~ some walrus. Lowered and got 8. S73.2 + Le B1. saw some Ice.

Sunday Aug 18th.

Begins with ~~of~~ fresh S.W winds with some fog. Spoke Ship "George Howland." 4 whales. reported "Reindeer having taken another whale. Employed in skinning the walrus. M.t Latter part light S.W. winds. with some fog saw the land.

Lat 69.3 N.
Long 165.16 W

Monday Aug 19th.

Begins with light S.W. winds with good weather, saw the land. Steering N.W. by W. M.t Latter light airs and calm, some Ice & walrus in sight. Lowered + got them.

Lat 70.06 N
Long 165.04 W

Tuesday Aug 20th

Light airs and calm, with fog + rain. saw scattering Ice. with plenty of walrus on it. lowered and got 13. at 3 PM got them to the ship. M.t Latter part strong bouyes from N.E. Steered S.W. by S. untill 10 P.M. then hove to. One sail in sight.

Lat 70.08 N.
Long 166.40 W.

In the Arctic Ocean cruising 1861.

Wednesday Aug. 21st.

Begins with fresh winds from N.NW. Saw "Ohio" chasing a whale. The first whale we have seen for weeks, one other ship in sight. Spoke "Ohio" & "George Howland", M & S part no change in the weather. "Ohio" St George & George Howland, in sight. Ship on alternate tacks. No Obs.

Thursday Aug 22d

Begins with fresh N.NE. winds with good weather, ship on alternate tacks. M & S Latter part fresh N wind with snow squalls one sail in sight. Ship stering W.SW.

Lat 70 12 N.
Long 168 42 W.

Friday Aug 23

Begins with fresh N winds stering W.SW. At 4 o'clock raised the Ice, and hove to, Spoke Bark "John Wells." 4 whales this season. M & part wind N. S Latter part N.NW. Some snow one sail in sight. Killed a pig.

Lat 70.14 N.
Long 132-02 W.

Saturday Aug 24th.

Begins with light NNW. winds with some snow, one sail in sight. made some candy. Ship on alternate tacks. M & S Latter part light fresh N.NW. winds with snow. one sail in sight. No Obs.

Sunday Aug 25th.

Begins with light N.NW. winds with snow. Saw one sail, M & S Latter part strong wind from N.NW. with snow squalls. two sail in sight, one stering to the SE.

Lat 70.44 N.
Long 133-13 W.

Monday Aug 26th.

Begins with a fresh gale from N.W. with some snow saw two sails, two stering to SE, M & S Latter fresh winds from N. to NNW. with some snow ship under short sail, one sail in sight.

Lat 70 28 N
Long 136-58 W.

Menus in the Arctic Ocean 1862.

Tuesday Aug 27th.

Begins with fresh N winds. with good weather saw a devilfish. Candy, M+Sattee part the same. one sail in sight. No 6 bls

Wednesday Aug 28th

Begins with wind + weather the same, one sail in sight M+Sattee part Strong NW winds with good weather. Ship on alternate tacks. 4 Sails in sight one boiling. Lat 70 54 N Long 175-06 W.

Thursday Aug 29th.

Begins with the same wind + weather. 6 Ships in sight. M+Sattee part the same. 4 sails in sight. one boiling. Lat 70 43 N. Long 173-22 W.

Friday Aug 30th.

Begins with Strong N.N.W. winds with good weather 4 Ships in sight. Saw the "Winslow" Chasing a whale. Herald Island in sight. M+Sattee part fresh N.W. winds with good weather. 13 sails in sight two boiling. saw the "Pagoda" take a whale. ~~Herald Island in sight dist~~ No 6 bls. 3 miles.

Saturday Aug 31st.

Begins with light winds + good weather. Ship working to windward, 30 ships in sight 5 boiling. Saw the "George" cut a whale. H. Island 2 miles off. Several ships chasing. M+Sattee part light airs from the S. Saw several air holes in the Ice but could not strike any. 40 Ships in sight 9 boiling. Landed on Herald Island got a few stones.

Sunday Sept 1st

Begins with a good breze from the S. spoke "Seine" clean + H. M. as 3 whales, "Hibernia" 3 Bowheads 18 months out 11-50 bbls. M+Sattee part fresh E.N.E. winds with some fog H Island in sight. 30 Ships 2 boiling. Saw the "Hae Hawii" capture a whale. Spoke Bark "Vineyard" 3 D. Fish and two Bowheads.

James in the Arctic Ocean 1867.

Monday Sept 2d

Begins with fresh E.N.E. winds with fog. 30 Ships in sight 2 boiling one cutting. M & Latter part light S winds with fog. Saw the Ice Herald Island & 38 Ships 15 boiling.

No Obs

Tuesday Sept 3d

Begins with light S winds with thick fog. Spoke Bark "Perry" clear. M & Latter part light W.N.W. winds with some rain & fog & snow saw 25 Ships 2 Boiling. Saw the Ice.

Wednesday Sept 4th.

Begins with a gale from W.N.W with rain snow & fog. Ship under lower Topsails & stay sails. M & Latter part ~~the same~~ W.S.W. winds with some snow 25 Ships in sight. also Ice & Herald Island.

No Obs.

Thursday Sept 5th.

Begins with the same wind & weather. 25 Ships Herald Island & Ice in sight. Saw a Bowhead. lowered. but without success. M & Latter part light N.N.E. winds with good weather. 32 Ships in sight. Several of them whaling. one boiling. ~~spoke~~ Gay Head 18 Sperm whales.

Friday Sept 6th

Begins with light N.N.W. winds with good weather. 45 Ships in sight. Several whaling 2 cutting & one boiling. Island in sight 20 miles. plenty of Ice Spoke "Jesse Perry" 8 whales boiling. "Active" 5 whales "Roscoe" 9 whales & St George. 7 whales. M & Latter part fresh N.N.E. winds with some snow Squalls. Saw Bowheads. lowered but without success Several Ships whaling one boiling Hailed "J. Perry" & "Awashonks"

Janus in the Arctic Ocean

Saturday Sept 7th.

Begins with a Strong N.N.E. winds with some snow. Good many ships in sight, several ships whaling. "Hibernia" "Cutting" & one other Ship Spoke "Bark" Vineyard "Florida" 3 whales boiling & "Champion" 3 whales. had struck one to day & lost it. M & Latter part a fresh gale from N.N.E. with good weather land & 26 ships in sight 2 boiling. Spoke California 2 whales.

Sunday Sept 8th.

Begins with the same wind & weather. ship on alternate tacks. 23 Ships in sight. M & latter part Strong N.N.E. gales with a very bad Sea on with a thick snow Storm. one Seal in sight heading to the Eastward. Ship under lower maintopsail Spritsail & Stoysail.

Monday Sept 9th

Begins with the same wind and weather. rain instead of snow. 3 Ships in sight all heading E. at 4 P.M. wind moderating and sea going down. M & latter part strong gale from N.E. with some fog & a bad swell on. 3 ships in sight.

Tuesday Sept 10th

Begins with fresh N.E. winds with some fog 13 Ships in sight 2 Boiling. ship on alternate tacks. M & latter part fresh gales from N.N.E. with some fog & rain. "Vineyard" in Co. saw 3 sails. put ~~two~~ boxes in the mizzen rigging for lights.

Wednesday Sept 11th

Begins with moderate N.N.E. winds with some fog. 4 sails in sight. Spoke Bark "Vineyard" quite a nasty sea on. M & latter part strong N.N.E. winds with snow. 9 sails in sight.

Venus in the Arctic Ocean after Bowheads. 1867.

Thursday Sept 12th

Begins with the same wind & weather Vineyard in Company 4 sails in sight. Ships heading E. M't Leather Strong NNE. winds with snow. and a bad lesson. Vineyard in Company. Ships under Foretopmast stay sail fore stay sail reefed Foresail lower fore top sail. double reefed Maintop sail. fore & main spencers. & spanker.

Friday Sept 13th.

Begins with Strong NNE. winds with snow. Vineyard in Co. saw 5 sails. took in upper maintopsail. M't Leather the same wind & weather, 6 Ships in sight. Set upper fore top sail & jib.

Saturday Sept 14th.

Begins with moderate winds from NNE. with good weather. 8 Ships in sight. M't Leather. light ENE. winds with good weather. 4 Ships in sight. saw Bowheads lowered but without success. 1 bowhead 1066 lbs.

Sunday Sept 15th.

Begins with light ENE. winds with good weather 4 Ships in sight. employed in breaking out provisions. Ship under all sail. got out Battery. Set down the upper main topsail. and middle stitched it. M't Leather part light ENE. winds with good weather two Ships in sight.

Monday Sept 16th.

Begins with light ENE. winds with good weather to Ships in sight. M't Leather moderate N winds with good weather. Set down upper fore topsail & middle stitched it then bent it again. At 12 o'clock tacked ship.

Ship James in the Arctic Ocean 1867.

Tuesday Sept 17th.

Begins with strong N winds with cloudy weather. Killed two hogs. Saw 5 Ships. at 4 PM tacked ship. M't Sattle part light W. winds with good weather. 10 Ships in sight. Sent down the main top gallant sail. and middle stitched it.

Lat 62-15 N.
Long 170-00 W.

Wednesday Sept 18th

Begins with strong N winds with a little rain. Saw the H. Omar chasing a whale. 10 Ships in sight. Spoke Bark "Lydia" 1 whale "Jirah Perry" 12 W. "California" 2 W. & "Cicero." 3 whales. reports 30 Ships to Herald Island none of them whaling. M't Sattle part strong N.W. winds with rain Squalls 5 ships in Co. Ship on alternate tacks.

Thursday Sept 19th.

Begins with strong N.W wind with some Squalls. 10 Ships. in company at 8 PM saw Cape Lisburne N.E. Spoke "Jirah Perry & Alpha" 5 whales Gamming. M't Sattle part strong W winds with some fog 6 Sails in sight.

Lat 68.30 N
Long 170-40 W.

Friday Sept 20th.

Begins with moderate W winds. with some fog. Spoke "Jirah Perry" California & Lydia" in Company. M't Sattle fine weather with light S.S.W. winds. Saw Bowheads going S.W. quick lowered but could not strike. 6 Ships in sight all whaling. on Herald Shoal

Lat 70-08 N
Long 170-28 W.

Saturday Sept 21st.

Begins with fine weather and light S.S.W. winds. Saw a few whales going to windward quick did not lower. 9 Ships in sight all whaling. Saw the J. Perry take one whale. at dark shortened sail. M't part light S.S.W. winds with good weather. Sattle part strong W.N.W winds with snow Squalls. Saw quite a number of whales. going to windward quick. 4 Ships J. Perry boiling. did not lower.

Lat 70-13 N
Long 171-38 W.

Ship James in the Arctic Ocean 1862.

Sunday Sept 22d

Begins with moderate N.N.W. winds with cloudy weather saw a few whales going to windward quick did not lower. 4 Ships in sight. one boiling for Pery. M't Latter light N.N.W. winds with good weather, had a little snow in the morning saw one whale one rising. 12 Ships in sight 1 whaling and 4 boiling. Ship on alternate tacks.

Lat 70 08 N.
Long 172 00 W.

Monday Sept 23d

Begins with light N.N.W. winds with good weather. 10 Ships in sight 3 boiling 1 whaling. M part calm. Latter part light S.E. winds. with good weather employed in boiling walrus. 16 Ships in sight 2 boiling.

Lat 70-16 N.
Long.

Tuesday Sept 24th.

Begins with light S.E winds with good weather, finished boiling. 10 Ships in sight. Spoke Jirch Perry 13 whales. At dark shortened sail. M't Latter part the same. Stowed down the oil. saw a Bowhead lowered but did not see it again. 5 Ships in sight one boiling.

Wednesday Sept 25th.

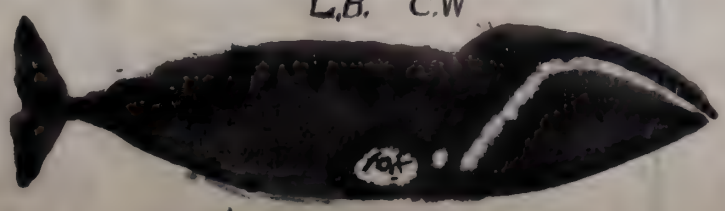
Begins with fresh E by N winds with good weather saw another Ghost. lowered but he knew to much. finished stowing oil. 5 Ships in sight 2 boiling and one cutting. M't Latter part strong E.S.E. winds with good weather 4 Ships in sight.

Lat 70 42 N
Long 171-15 W.

Thursday Sept 26th.

Begins with moderate winds from E.S.E. with good weather. 6 Ships in sight. Spoke "Louisa" M't Latter part light E wind with good weather. saw Bowheads. lowered struck & killed one. At ½ past 11 got it to the Ship. and commenced to cut.

L.B. C.W



Cut in in 4 hours

Journal in the Arctic Ocean Whaling 1862.

Friday Sept 26th.

Begins with strong E winds with good weather. At 4 PM. Finished cutting, got supper set the watch and started the works and cleared away the head. then shortened sail. 3 sails in sight. M & latter part light SSW. winds with good weather. No whales. On Herald Shoal. 15 fathoms. 1 3 Ships in sight. Spoke Jack Perry. Employed in boiling.

Saturday Sept 27th

Begins with fine weather with light winds from SSW. Employed in Boiling. 1 Ships in sight 1 Boiling. M part light baffling winds with snow & rain. latter part strong SSW. winds with heavy squalls. increasing to a gale. Employed in Boiling stowed down 50 Bbls of oil. 1 Ships in sight one Boiling. No whales to be seen.

Lat 70 41 N.
Long 170.30 W.

Sunday Sept 28th.

Begins with a gale from SSW. with snow squalls. Employed in Boiling. 6 Ships in sight. M part moderate. latter part light ENE. winds and snow Finished Boiling. & stowing Oil. 15½ fathoms of water on Herald Shoal.

Monday Sept 30th.

Begins with light airs and calm. smooth sea. and 15½ fathoms water. Finished stowing Oil. "Codline" in sight. saw one mouth "Martha". M & latter part light airs and calm, two Ships in sight. rove two new sets of lower Topsail Braces.

Tuesday Oct 1st

Begins with light S winds with a thick fog. Ship under short sail. Thermometer 38. M & latter part light W winds with good weather 3 Ships in sight. No whales. Employed in breaking out provision

Lat 70.16 N.
Long 171.30 W.

Fanny in the Arctic Ocean. 1867.

Wednesday Oct 2d

Begins with moderate W winds with good weather 5 Ships in sight, spoke Barks John Carver, 2 whales & Fanny with 2 Bowheads & 1 1/2 Right whales. M & Latter part Strong SW winds with Snow Squalls. took in the S.BB boat and put her over head. John Carver in Company. Steering SE 1/2 S. No Obs

Thursday Oct 3d

Begins with Strong SW. winds with Snow. Steering SE 1/2 S. under Short Sail. M & Latter part fresh NW winds with Snow Squalls. John Carver in Company. Steering SE.

Accompanied
Lat 68 10 N.
Long 168. 30 W.

Friday Oct 4th

Begins with fresh NW winds with Snow Squalls. Steering SE. Saw plenty of Devilfish. M & Latter part light W winds Steered SE by S. untill 12 AM Saw East Cape Diomedes and Cape Prince of wales. hauled up SSW. by the wind. At noon Prince of Wales Bore S by E. 30 miles. John Carver 10 miles off working S.

Lat 66 14 N.
Long 168-12 W.

Saturday Oct 5th.

Light South airs & Calm. At Sunset Cape East SW by W 1/2 W 40 miles. Diomedes SW by S 1/2 S. 30 miles and Cape Prince of wales. S by E 30 miles. 9 fathoms water Shore 25 miles off. M & Latter Strong gales from S with Snow Squalls. East Cape Diomedes Islands & Cape Prince of wales. in Sight. At noon Diomedes S 30 miles Spoke J. Carver.

Sunday Oct 6th.

Begins with a S wind. At 4 PM wind hauled to East Stand SSE for Diomedes Islands. At Sunset Diomedes 30 miles S. East Cape 30 miles S SW. Cape Prince of Wales S E by S. 40 miles John Carver in Co. At 10 PM Saw Diomedes ahead. running with a fresh breze from NNE. All Sail out and a good lookout for Ice. At ~~X PM~~ 3 AM passed the Island one mile Dist. Latter part moderate winds from the Same quarter. and a Short Sea running. Steering SSW. Cloudy with flights of Snow. J. Carver in Comp. Two Ships in sight ahead

Ship Venus bound Towards Lower California 1862.

Monday Oct 7th.

Begins with light NNE. winds accompanied with Snow and Slut. Steering S½W. Took in Stay sails main royal & fibs. John Carver in Company. Saw finbacks. M part moderate breze Stood S½W under easy sail. Latter part Strong NE winds with some rain. At 11 AM passed west head of St Lawrence Island. Saw plenty of Humpbacks but did not lower.

Tuesday Oct 8th.

Strong winds from N with Cloudy & rainy weather. After clearing the land. Stood S. took in main sail and the light sails J. Carver in Company. M & Latter part Strong NW winds with ~~good weather~~ some Snow and rain. At 11 AM raised St Mathews Island. Dist 8 miles steering S by E. All sail out.

Wednesday Oct 9th

Begins with Strong NW winds with some Snow Squalls. St Mathews Island in sight steering S by E ½ E. John Carver in Company. M & Latter part light NNW. winds with good weather steering SE. Spoke John Carver and got 12 Bbls of Buf from her.

Thursday, Oct 10th.

Begins with a Strong NNW. gale with heavy Snow Squalls. At daylight Shortened Sail. At ½ past 8 hove to under close reefed main topsail & foretopmast stay sail. M part Strong NNW. gales with Snow and rain Squalls. Ship passed in the night. John Carver in Co. Latter part the same Stood off. SE. turned up Wait & Bow loots.

Lat 57 37 N.
Long 172 42 W.

Lat 54 35
Long 173 07 W

Friday Oct 11th.

Strong NNW. winds with heavy Snow Squalls. Steering S by E. Ship under double reefed topsails foresail and forty-mast stay sail. M part the same Stood S by E ½ E. Latter Strong wind with heavy Squalls. Ship under Short Sail. J Carver in Co. Took the battens off of the Ship.

James Towards San Francisco 1862.

Saturday Oct 12th.

Begins with strong W.N.W. winds with snow & rain, steering SE by S. took in the S B Boat and put her over the Pig works. Spoke John Carver, M part made the land. — hauled off. At daylight kept off and run around the East end of "Yonaska" Island, John Carver in Company, sent down the Crows nest.

Sunday Oct 13th.

Begins with strong winds from S.S.W. Ship by the wind SE. Discharged Clauson & Bartlett at 4 P M he went on board Ship John Carver for Honolulu, M & latter part strong SE winds with rain and a heavy Swell. At 12 A M Calm. Lat 51 51 N.
Long 168 00 W.

Monday Oct 14th.

Begins with moderate W.N.W. winds with cloudy weather. Steering SE by E. one ship in sight M part light W.N.W. winds with good weather, steered E.S.E. latter part fresh SE winds with rain, took in light sails. No Obs.

Tuesday Oct 15th.

Begins with strong SW winds with rain took in upper topsails. Steering E. M & latter part strong gale from W. with rain squalls, and a bad sea. Steered from E to E by N. Ship under double reefed topsails and foresail. taking in considerable water Waist & Starboard boats turned up Stove the Waist Boat in the Stern. 50 01 N
Long No Obs.

Wednesday Oct 16th.

Begins with strong gales from W with good weather, steering E. Sea quite moderate at 2 PM set the Main topgallant sail. Ship making very good weather, M & latter a moderate W gale All sail out — steering E. Set fore top mast Studding sail. Lat 48 31 N.
Long 159 13 W.

Ship 70/65

Janus Towards San Francisco 1861.

Thursday Oct 17th.

Begins with a moderate gale from N. Steering E by N. Some squalls, passing over. employed in mending fore royal, M & Latter part fresh W winds with good weather. Steering E by N. All sail out. Sent up fore royal yard. employed in mending sails. and several other little jobs about ship. Carpenter and two other men off duty sick. Lat 47 40 N. Long 164 52 W.

Friday Oct 18th.

Begins moderate W winds and good weather. Steering E by N. employed in making spun yarn. turned down the Larboard Boat. M & Latter light winds from W to SW. with some squalls Steering E by N. employed in mending sails. and fixing head rigging. Saw porpoises saw finbacks. Lat 46 58 N. Long 151 32 W.

Saturday Oct 19th.

Begins with light SW winds with some squalls. Steering E by N. watch employed in ships duty. M part moderate winds with rain. Latter part wind hauled to S and freshened took in main royal & F.T. Studding sail. Lat 46 37 N. Long 146 41 W.

Sunday Oct 20th.

Begins with strong S winds with hazy weather. Steering E. Ship under top gallant sails. Put the Waist boat up to the David heads and lashed her. M part a fresh gale from S. with heavy squalls took in the light sails and double reefed the topsails. Latter part the same. jib sheet parted and split the jib but it in and bent a fresh one. and rove new sheets Carpenter some better. Lat 44 47 N Long 144-04 W.

Monday Oct 21st.

Begins with fresh S gales with some squalls Steering E. ½ N. ship taking in considerable water. M part strong S gale with rain took in upper topsails and main sail. Latter part light W winds with clear weather watch employed in scraping bowsprit and washing it. Lat 44 11 N. Long 141 13 W.

Stanislaus
Stanislaus

Journal of Proceedings San Francisco 1861.

Tuesday Oct 22d

Begins with light SW winds inclining S. all sail out Steering E. finished scraping bowl. Carpenter very sick. M part strong gales from SW. with heavy squalls took in sail to lower topsails foresail foretopmast stay sail. Latter part wind the same but no squalls. Set maintop & sail once reefed topsail at ½ past 9 and at ½ past 11 took it in. main topmast stay sail stay parted. Sent down the sail fixed the stay and sent it up again.

Lat 43 31 N.
Long 138 22 W.

Wednesday Oct 23d

Begins with strong SW gale and good weather Steering E. under double reefed topsails courses & jib. Carpenter same better. M & latter part strong SW gale with rain. took in sail to lower topsails & foresail. employed in washing bowl. at 10 A M changed up made sail.

Lat 42 38 N
Long 134 19 W.

Thursday Oct 24th.

Begins with moderate W winds with good weather Steering E by S. All sail out finished washing bowl and painted it on the fly works. Carpenter some better. M part light airs and calm. latter part light ~~winds~~ with good weather. Steering E by S. all sail out.

Lat 41 40 N.
Long 132 38 W.

Friday Oct 25th.

Begins with light S winds inclining W. Steering E ½ S. Spoke Bark Caroline Read from San Francisco bound to Puget Sound. employed in drying bowl. M part strong S winds with some squalls took in sails to topsails & courses. latter part light wind made some sail employed in scrubbing ship. Saw porpoises.

Lat 40 13 N.
Long 129 10 W.

Saturday Oct 26th.

Begins with light S wind with some fog squalls Steering E by S. Top & sails out. Saw a merchant ship & Bark Steering NW. busy scrubbing ship. M part light airs and calm. latter part light winds with fog. employed in scrubbing ship. Caught a porpoise, No 6 lbs. Saw one ship in the night

1862. Ship James Towards San Francisco.

Sunday Oct 27th.

Begins with light S winds with fog. employed in washing Ship. M part strong NW winds with good weather steering E. look out P.J. Sails Leather part the same. At 11 o'clock raised the land. Saw one big steering N | Lat 38 08 N
Long 124-16 W

Monday Oct 28th.

Begins with strong NW. winds with good weather. at 2 PM raised Farallon Islands. At dark got down to three shortened sail. and luffed to on the starboard tack head yards aback. Carpenter about the same. Saw plenty of Humpbacks. And one Big bound in. Next morning light airs and calm. Went on board Schooner Golden Rule. Capt Bailey Engaged a passage. Come on board again. Got ready and then started for the City. At 12 M o'clock arrived. Stayed on shore three days. Then chartered Schooner Chas. T. Winslow Capt Knapp. which took our provisions and us off to the Ship. So ends. bound down the Coast, Humpbacking. Saw three Whaleships bound in. "Pacific" Capt Hunter. "Roscoe" Capt Macomber. "Harrison" Capt Cooty.

2

(7529 Bags of Shot
5800 Bbls of Flour
5440 Bundles of Bbl staves
Ship Cositolar Cargo)

Ship Flamis bound down the Coast, California

Friday Nov 1st
Good weather. At two PM arrived off to the Ship in Schooner "Charles T. Winslow" Capt Knapp, with supplies for the ship. Discharged the ~~Ship~~ Schooner and kept off for down Coast. Saw three whale Ships bound in to Pisco. Carpenter getting better.

Saturday Nov 2d
Light airs and good weather. E winds. Land in sight E of Golden Gate. Employed in fitting boats. &c &c. M & Latter part light airs and Calm. Laid aside on Schooner in sight. employed in picking oper onions.

Sunday Nov 3d
Begins with light Airs and Calm. Land in sight. employed in fitting boats and and several little jobs about Ship. M & Latter part light airs and Calm course SE by E. Saw plenty of finbacks & humpbacks, going quick.

Lat. 36 57 N.
Long 122. 30 W.

Monday Nov 4th.
Begins with light NW winds with good weather steering SE by E. All sail out. Saw one vessel. M & Latter part light S SE winds with cloudy weather. Saw the land and tacked off shore employed in mending Sails, and getting the Ship ready to paint. Caught a Porpoise. Saw finbacks. Saw two "School" whales.

Tuesday Nov 5th.
Begins with light SSE. winds with cloudy weather wind inclining to E. Saw two Barks steering NW. employed in mending Sails. Saw finbacks. M & Latter part steering winds from SSE. with cloudy weather employed in mending Sails. Ship under double reefed top sails At ½ past 8 AM wore ship to E. Saw finbacks.

No Obs.

James Towards Maria Islands 1862.

Wednesday Nov 6th. (at 2 PM wore ship)

Begins with a strong gale from S.S.E. finished mending the sail. At 4 PM took in sail to lower top sails &c. Saw a humpback. M part wind moderate and rained at ½ past nine wore ship and made sail, latter part light S winds with good weather employed in making Spunyarn and mending sails. Struck 2 porpoises and lost them Lat 34 51 N. saw humpbacks & finbacks Long 122 10 W.

Thursday Nov 7th.

Begins with with light S winds with good weather, Ship heading E.S.E. Saw a finback. M & latter part strong S.W. winds with good weather, employed in ships duty. Caught 3 porpoises. Lat 33 01 N. Long 120-48 W.

Friday Nov 8th.

Begins with Strong W winds with good weather At 4 PM took in F. & M. Studding sails. Cleaned out Mr Penny's room and Steerage. White washed the latter. M & latter part not quite so much wind. Course S by E ½ E to S.E. Painted the waterways and Combing about the house and skylight. Lat 30 14 N. Long 120 05 W.

Saturday Nov 9th.

Strong W.W winds with rugged weather, At Sunset shortened sail. M & latter part fine weather. Ship W. 20 miles off Guadalupe Island. Painting ship inside ship under whole main and lower foretopsail.

Sunday Nov 10th

Fine weather with light W.W winds. Painting ship inside, Sunset - Guadalupe Island E.N.E 25 miles. M & latter part light W.W winds with fine weather. At 8 A.M wore ship, Guadalupe Island in sight. Dist 60 miles. set the foretopsail Lat 28 55 N Long 118 22 W

James Towards Cape St Lucas 1867.

Monday Nov 11th.

The same wind and weather. Steering E. under whole topsails. Saw finbacks. M+ Latter part light airs and Calm & hot painted the Ship inside again. and beams davits and hin tubs + covers. Saw a finback. Gand a loupe in sight Dist 12 miles. Lat 28 44 N. Long 118 35 W.

Tuesday Nov 12th.

Begins with the same wind and weather busy painting. M+ latter part light NW. winds with fine weather. painted the davits + beams another Coat. Also painted the top of the after house. Saw Blackfish plenty of Cow around Gand a loupe NNW 40 miles. Or Cbs.

Wednesday Nov 13th

Begins with fine weather and a light NW wind steering SE by S. painted the forward house under neath saw Grampuses. ~~at 8 PM saw Cuvos Island SE by S.~~ M+ latter part light NW wind with fine weather. painted a Spare main top mast. broke out Sail pen got up an old fore topsail split it into and took one half of it to make side Cloths. Steering E. Gandeloupe in sight NNW Dist. miles Lat 28 24 N. Long 117 18 W.

Thursday Nov 14th.

Begins with the same wind and weather busy making sail cloths. had a fog bank to pass. M+ latter part light NW winds with fine weather. watch employed in ship's duty steering E. Friday Nov 15th Lat 28 04 N.

Begins with fine weather and light Long 116 36 W. NW winds. Steering E SE. Cuvos Island in sight Dist 58 miles bore E 1/4 N. raised it this morning. put the Spare main yard up to the lash rail. Sent down the lower fore topsail and bent the old one. at 4 PM took in M.T.S. Sail. + fly pile. at 6 PM wore Ship M+S part no change. in the weather Cuvos 48 miles. Lat 27 56 Long 118 19

Off Bonito Islands 1867.

Saturday Nov 16th.

Begins with light NW winds with good weather fitting Ship. Saw porpoises. M+L part the same wind and weather. Ship under Short-sail. by the wind. fitting Ship.

Lat 27 32 N
Long 118 33 W.

Sunday Nov 17th.

Begins with light NW winds with good weather Stiring S. M+L part the same Stiring SE. Saw a Sulphurbottom

Lat 26-05 N.
Long 114 28 W
Stiring SE.

Monday Nov 18th.

Light N winds and good weather M+L after fine weather Stiring E. Rathing down fore + main rigging and fitting boats.

Lat 25 01 N.
Long 113-32 W.

Tuesday Nov 19th.

Pleasant weather. At 3 PM Saw several large Sperm Whales going quick to windward lowered 3 boats but could not strike. Saw plenty of porpoises and one humpback. "Cape S. Lazaro" in sight. The remainder of the day no change in the weather Saw a quantity of Blackfish & porpoises. Also a number of fin backs. Saw one sail. The cape in sight.

Lat 24 45 N
Long 113-08 W.

Wednesday Nov 20th

Pleasant weather Saw blackfish porpoises & fin backs. M+L after part no change in the weather fitting Ship. Saw S. bottoms.

Lat 24 24 N.
Long 113-16 W.

Thursday Nov 21st

Begins with fine weather and light winds Stiring NW. Saw S. bottoms. fitting rigging. The remainder part of the day no change in the weather Stiring in for the land E by N. Saw Sulphurbottoms.

Lat 24 08 N
Long 113 09 W.

Lower California 1862.

Friday Nov 22d

Light airs from W & W. with pleasant weather, saw Black fish at least Cape Lazaro 25 miles NE. The rest of the day the wind was light from N & W, Steering S E to E by S. At Main "Margalita" Island (E end) bare N E by N. Dist 25 miles

Caught some Bonitas. Lat 24 03.

Saturday Nov 23d Lat

Begins with light winds from N & W. and Cloudy weather — had a little rain, Steering E by S. M & latter part not much change in the weather, Steering ESE. down along the land towards Cape "St Lucas."

N 6 bs.

Sunday Nov 24th.

Begins with light NW winds with Cloudy weather, Steering from SE to E down along the land towards "Cape St Lucas" One Big in Company, M & latter part light airs, at 12 midnight have lost off the Cape. At 10 30 A.M. Capt — Started for the Shore At noon arrived.

Lat mins.
Long mins.

Monday Nov 25th

At 6 PM arrived on board with one bullock, 1000 Oranges 1200 limes & two Chases, Kept off E for Marias Islands. M & latter part light winds Course E. land in sight.

Tuesday Nov 26th.

Calm pleasant weather Shifted the M. P. S. Sail. M part light winds, latter part light NW. winds with fine weather steering E. One Black Whale in sight steering E. put two pipes on my boat.

Lat 22 32 N.
Long 108-24 W

California Gulf 1861.

Wednesday Nov 27th.

Fine weather with light wind stiring E. our Bar in sight. Saw porpoises N part. had a Squall. better part SE. wind. Saw one sail Lat 22 21 N. Long 108 41 W

Thursday Nov 28th.

Strong wind from SE with heavy squalls and torrents of rain with three ship under short sail heading from E to NE. N part better fresh gale from E. with torrents of rain ship on alternate tacks.

Friday Nov 29th.

Begins with the same unsettled weather. Ship on alternate tacks. N part moderated. Stood E.SE. to SE for Maria Island which was in sight. employed in getting anchors off the bow and chains up

Saturday Nov 30th.

Begins with light N winds with little rain. Stiring from SE. to SE by E. at dark got down abust of the Villiage hauled aback and shortened sail. to lay for the night. Saw porpoises N part light airs better part. Calm heading in for the Villiage. Dist 10 miles.

Sunday Dec 1st

Light wind with good weather. at 2 PM anchored in 18 fathoms furled sails and sent Casks ashore to get water. N part better part fine weather. let all hands go on shore

Monday Dec 2d

Fine weather all hands on shore. a Canoe left here for San Blas as they have lost their Schooner. The rest of the day was pleasant got off 10 cords of wood, Arrived Vizzard from Cortez 280 lbs

In Maria's Bosom 1861.

Thursday Dec 3d

Fine Pleasant weather Sent a raft of casks on shore. The rest of the day pleasant. finished getting off wood. (5 Cords). Brig "J. B. Foster Harding" from Pisco anchored this afternoon, bound a Sperm whaling

Wednesday Dec 4th.

Pleasant ~~wathe~~ weather finished getting off water In the night - Kanakas Jay head David & Bill. Deserted by swimming away from the ship

Thursday Dec 5th

Good weather hailed nothing from the deserters At 8 h AM got underway. nothing to ~~be~~ see of the Deserters.

Friday Dec 6th.

Good weather Stood down off the lee passage and hove to. At day light - sent off 3 boats. Saw 3 whales could not get fast

Saturday Dec 7th.

Fine ~~w~~ weather Saw but one whale. At Sunset anchored between. the E & middle Islands. in 13 fathoms. In the forenoon boats off. saw two whales Brig in sight.

Sunday Dec 8th

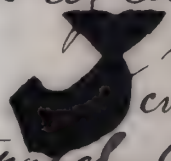
Fine weather Saw three whales very wild. Spoke Brig Foster bound sperm whaling, NW Latter part pleasant At 8 h AM got under way and stood NE by the wind

Off Isabel Island 1867

Monday Dec 9th.

Fine weather, at sunset Isabel Island SW 5 miles Saw a number of whales. M & Sattin part fine weather, 3 boats off whaling Struck one whale & drew boat run under fill. Offiem got his leg cut quite bad.

L.B.

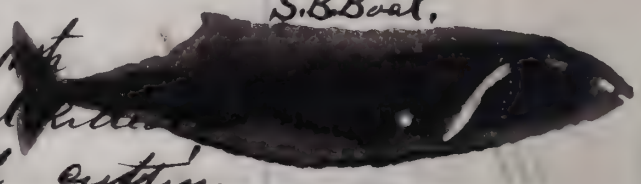


cut

Tuesday Dec 10th

Fine weather whales quite plenty, but wild. At 2 PM anchored one mile E. of Isabel Island M & Sattin part good weather Struck and killed one whale.

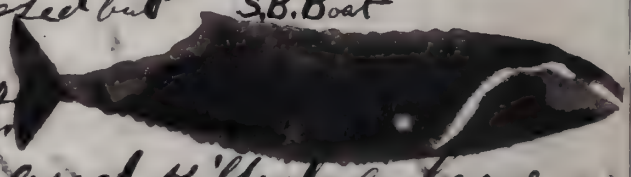
S.B.Boat.



Wednesday Dec 11th

Pleasant weather Struck and killed one whale, at 10 PM finished cutting whales very wild. Sattin part chased but could not strike.

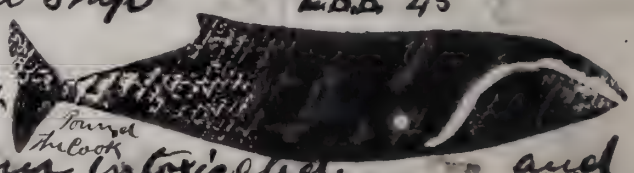
S.B.Boat



Thursday Dec 12th

Pleasant weather Struck and killed a large whale. At sun set got it to the Ship At 10 finished cutting. This afternoon the Capt had one quart of liquor taken out of his room intoxicated. and by Sanez after being insulted repeatedly by him he put him in the run two hours after let him out. When he began insulting him again put him back again into the run At 10 PM he promised to behave himself. let him go to his duty. Boiling.

L.B.B. 45'

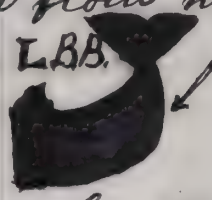


Friday Dec 13th

Pleasant weather. Boiling. Chased whales could not strike Kanaka Moses worse, probably near his end. M & S part fine weather. Boiling. boats chasing

At Anchor off Gabel Island Humpbacking 1863

Saturday Dec 14th

Fine weather, Boating Struck one whale & drew from hing
After we hoisted up Mr Penny's boat, hook


rove the after fall, and as he had just got it
onore the after beam gave away and the
boat went down in the water staving her bad, hurt Mr
Penny's some. M & Separt - good weather at 4 AM finished
boiling, took in Mr Pennys boat and ~~took in~~
put out a new one from overhead, 2 boats
off chasing.

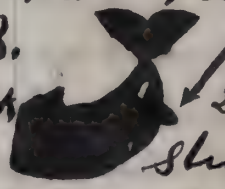
Sunday Dec 15th

Fine weather 3 boats chasing Moses Kanaka
Speechless. Saw one Schooner P M & Bottle part fine
weather stowed down oil. Saw whales did not lower
Saw two sails, one Ship & Sch.

Monday Dec 16th

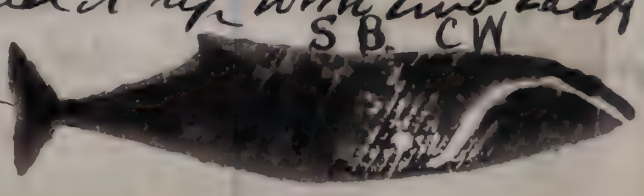
Fine weather, finished stowing down oil 30 bbls,
Caught plenty fish. M & Bottle part - fine weather
boats off. Carpenter fixing the SBB.

Tuesday Dec 17th

Pleasant weather, boats off Struck one whale & drew
At 5 o'clock came on board, found W.B.
Kanaka Moses Dead, took him


Thank
onshore and buried him. At 11 A M
a whale which was very bad.

Wednesday Dec 18th

At 4 PM the whale turned up and Sunk 10
miles from the Ship, Hauled it up with two lasso
ts and grapplins, at 5


A M got it to the Ship, got
breakfast and began to
Cut.

Anchored off Isabel Island, 1862.

Thursday Dec 19

Finished cutting in the whale. Boiling very fur whales to day.

Friday Dec 20th.

Fine weather chased a fur whale Boiling. At sunset "Lima" anchored near us. Mr Penny off duty Mr Smith goes in his boat. Boiling.

Saturday Dec 21st.

Good weather chased whales. Finished boiling. Struck and drew from a whale. S.B.B.

Drew

Sunday Dec 22d

Strong NW winds. Struck and killed one Whale. it sunk and was eaten up by the sharks. Nothing but the flukes and bones left when we hauled him up. with the ship two parts bowline.

L.B.

Monday Dec 23d

Fine weather. hauled the whale up with the Ship saved the flukes.

Tuesday Dec 24th.

Good weather ship under way working back to the Island. "Lima" left for Marias Bosson for two men that deserted them. a short time ago. Struck a whale and killed it after a time as it run the boats 15 miles. Ship underway.

S.B.B. B.W.

Wednesday Dec 25th

Fine weather. Cut in the whale and made all sail working back to the Island. Chased whales.

coast of Mexico

Isabel Island 1867.

Thursday Dec 26th

Fine weather. chased whales as usual. Capt and Lady of "Seine" came on board.

Friday Dec 27th

Fine weather. At 12.30 P.M Mr George G. Faville was killed by a whale. While in the act of darting the second iron at him. At 5 P.M took his remains on shore. And interred them beside of the Native that died the 17th. Capt and Mrs Smith of the "Seine" Came on board to attend the funeral. Seattn part boats off. Cut S.B.

We took 6 more whales this season (11 in all) making 320 Bbls. When we lost Mr Faville we lost all. When 150 miles East of Hawaii (Sandwich Islands) we saw a School of Sperm Whales Struck 4, Saved 3, lost one took the line.

S.B. 40 Bbls
L.B 70 Bbls
W.B. 10 Bbls
Saw these whales in Lat 19-09 N Long 152-35 W 140 miles E by S from Hawaii. Mch 23d 1868

To James A Smith on his birth day the 24th of Feb, 1866 on board of Ship James, By George Gary Faville, 4th Officer.

The 24th of February hath come to thee,
Far out upon the deep blue sea.
In years gone by you have been at home,
With friends around when births days come,
Friends you have here though not long tried,
But still I think he will abide,
Till two or three years pass away,
If we are blessed with health each day,
Then take this note and read these lines,
If you doth feel so inclined,
And think one friend I have with me,
Far out upon the deep blue Sea,

Number of whales taken by officers that left home in the Ship

1st mate

Philip Smith, 4 sperm whales and 2 Humpbacks, 1 Devilfish 1 Bowhead left off of 3d season

2 Mate

Leeander A. Bartlett, 2 sperm whales and 13 Humpbacks left off of 2d season

3. Mate

Jesse M. Penney, 1 sperm whales 1 Bowhead + 5 Humpbacks left off of 3d season,

4th mate

George G. Favill, 1 Bowhead 4 Devilfish and 5 Humpbacks. He was killed by a Humpback Dec 28th 1867. off Isabel Island Coast of Mexico.

Toward the Bonin Islands from Honolulu 1868.

Saturday April 25th

At 1 PM Capt came aboard and kept off SW by W. all sail out for Japan and Bonin Islands.

Sunday April 26th

The weather has been pleasant to-day, nothing in sight but a few birds

Lat 20 58 N
Long 160 05

Monday April 27th.

Strong NE trades & stormed W all night. busy in getting ready for whaling

Lat 21 18 N
Long 163.06 W.

Tuesday Apr. 28th.

Strong NE trades and rugged. Finished and put out the stage. Changed the upper fore topsail. Repairing sails mending boats &c

Lat 21 53 N.
Long 166 24 W.

Wednesday Apr 29th.

No change in the weather except not quite so much wind

Lat 22 31 N.
Long 169 24 W.

Thursday Apr 30th.

Not so much wind as yesterday pleasant. Busy preparing for whaling. Chose watches and Boats Crews.

Lat 22 59 N
Long 172.38 W.

Friday ~~Apr~~ May 1st.

To day the weather has been some equally and thundering stormy W took in the study sails in the evening experienced a severe tempest - the lightning was vivid and thunder severe and the rain fell in torrents put the ship under lower fore and main topsails.

Lat 23 25 N.
Long 174 45 W.

Saturday May 2d

To day we have had the NE trades inclining N. foresail and spanker down for repairs. doing many other jobs about the Ship

Lat 23 35 N
Long 176 18 W.

Ship James Powards the Bonin Islands 1864.

Sunday May 3d

To day have had strong gale from NE with squally sea rough steering W by S & W

Lat 28 44 N

Long 179 24 W.

Monday dropped

Tuesday May 5th.

Had strong NE trades. steering W. Dropped a day in consequence of crossing the Meridian from W to E.

Lat 24 18 N

Long 176 44 East.

Wednesday May 6th.

Blowing a double reef topsail breeze from NE. Steering W by N. Mainsail on deck for repairs

Lat 23 31

Long 173 00 East

Thursday May 7th.

Fine weather and fresh NE trades steering W by N. All sail out busy mending sails. M & Latter part the same.

Lat 27 17 N

Long 168 49 E

Friday May 8th

Good weather and fresh NE trades steering W by N. mended the jib saw one finback. Killed two Hogs. M & Latter part good weather and fresh trades. all sail out busy mending sails. Boat Eye

Lat 28 55 N.

Long 166 41 E.

Saturday May 9th.

Fine weather and good trade-winds steering W by S. mending main topsail and fore stay sail. M & Latter fine weather and light winds watch employed in ships duty.

Lat 29 23 N.

Long 163 24 E.

Sunday May 10th.

Begins with fine weather and a moderate breeze from NE steering W NW all sail out. finished mending the main topsail. Boat M & Latter part light airs and calm and fine weather

Lat 30 21 N.

Long 161 28 E.

Ship Janus Towards the Bonin Islands 1868.

Monday May 11th

Begins with fine Weather and light winds steering NNW. nothing to be seen. M & Latter part light S winds steering W by S employed in stowing off in main hatch. saw a finback. Lat 30 53 N Long 160 09 E.

Tuesday May 12th.

Begins with light Southerly winds steering WNW by S. stowed down 100 Bbls salt water in the main hold. M & Latter part light airs and Calm. put more water below. saw a great many porpoises. Lat 30.53 N. Long 159.03 W.

Wednesday May 13th.

Fine weather and light airs and Calm. not a whale to be seen finished stowing off lower hold and cleaned and washed out between decks. M & Latter part fine weather lowered down the boats and practiced. Lat 30 44 N to break in the green hands. Long 158 44 E.

Thursday May 14th

Fine weather steering a SW. busy breaking out shooks in fore peak. also cut out two gaff topsails. M & Latter part light wind and good weather busy stowing off fore hold. and getting ready for a whale. Killed one Sharp. Lat ~~30 46 N~~ Long 156.51 W.

Friday May 15th

Begins with fine weather and a good breeze for a whale steering W by N. All sail out put some slops in a cask and put some Powder in some Boxes and got them ready to put in the mizzen top. M & Latter part light SE winds steering W SW. All hands M raised something a ~~that~~ float on the water lowered a Boat and got it and proved to be a dead finback. Had been dead a long while. Watch employed in ships duty Killed two Sharps. Lat 31 12 N. Long 154 56 E.

Ship James, Towards Bonin Islands
1868.

Saturday March 16th.

Begins with fresh winds and good weather steering W by S ½ S. Carpenter fitting lower main Rattlins M & Latter part fresh winds from S.S.W. with Hazy weather steering by the wind. Watch busy breaking out the after hold.

Lat 31 00 N
Long 13° 3 29 E.

Sunday May 17th.

Fresh S.S.W. winds with cloudy weather finished breaking out and stowed off. Saw white water but could not tell what it was. M & Latter part variable winds with rain & fog. steering W.S.W.

Lat not observed

Monday May 18th.

Begins with N.E. winds with fog and rain. steering W.S.W. M & Latter part strong winds and cloudy weather, steering W.S.W. Cut out a new sail. W. Ch.
saw a sulphur bottom.

Tuesday May 19th.

Cloudy weather and strong E winds steering W.S.W. at dark shortened sail and at luffed to the wind, ~~M & Latter~~ M part ship by the wind. Lat part steering S.W. with fresh E winds.

Lat 29-20 N.
Long 14 22 E.

Wednesday May 20th.

Good weather, steering S.W. with good wind. Sent down Main T.G.S. Sail, repaired it and sent it up again. Carpenter made a boat mast for the S. Boat. Cooper setting up shooks, M & Latter part strong S winds ship by the wind W.S.W. watch busy stowing empty Casks in fore hold. Cooper setting up shooks.

Lat 28 18 N.
Long 146-48 E.

Ship Kenus for Bonin Islands.

Thursday May 21st.

Begins with stiff & windy ship heading W.S.W. and under topsails saw a finback. M part squally. Latter part fine weather and light airs and Calm Lat 28 12 N. Long 146-13 E.

Friday May 22d

Fine weather light airs and Calm finished Boat sail and tarred the works tarpaulin. Saw some kind of a whale long way off could not tell what it was. M & latter part Calm. Bent the Boat sail. Lat 28-08 N Long 146-22 E.

Saturday May 23d

Fine weather. light airs and Calm watch busy about ship. M & latter part fine weather with light N wind stiring by the wind. Saw one finback. put a strap on the after part of the spar over the bigworks to let the water off. Lat 27 36 N Long 146 08 E.

Sunday May 24th.

Fine weather with light Northerly wind stiring from W.S.W to W by N. All sail out. M & latter part fine weather with light Easterly wind stiring W.N.W. Lat 27 56 N Long 144 38 E.

Monday May 25th.

Good weather and light wind stiring W.N.W. all sail out caught 3 flying jacks. M & latter part fine weather light wind saw a Sulphur Bottom & a school of Blackfish Lat 27 52 N. Long 143 20 E.

Tuesday May 26th.

Good weather no water. Carpenter fixing S.B.B. at Bonin Islands in sight At 2 PM tacked off shore near Baker Island. Baker Island N.S.W 13 miles. At 4 PM saw a ship No Fish Birds nor whale to be seen Lat 27 31 N Long 142 24 E.

Procrastination is the thief of time

James off Bonin Islands 1868.

Wednesday May 27th.

Fine weather heading off shore. At 9 P.M. o'clock Spoke the Camilla 9 months out 450 spm had been here three weeks and had not seen a whale, Mt Latter part good weather with a strong wind ship working to windward of Peels Island. Busy repairing sail work turned the L B Boat up and painted her saw Black fish

Lat 27 14 N
Long 142 22 E.

Thursday May 28th.

Good weather and a strong wind from S.S.E. ship by the wind S.W. At 4 P M put Third Officer Mr Cudlt off duty for insulting the Captain M part variable winds with rain squalls latter part good weather and a strong S.S.E. wind ship cruising off Peels Island.

Lat 27 14 N
Long 142 16 E.

Friday May 29th.

Good weather with strong winds; ship on alternate tacks Mr Cudlt off duty.

J. James C. Smith.

Procrastination is the thief of time. Never put off till to morrow, what can and ought to be done to day. Remember.

J. C. Smith

Ship "Janus." Towards the Western Groups & Japan Sea.

Saturday Nov 14th

At 4 P.M. stood South from Honolulu on a whaling cruise. Praying God to watch over us and in due season return us again in health and prosperity.

M & Latter part & weather light airs from West. Unbend chains and anchors.

Lat
Long

Sunday Nov 15th

Light W. & W. winds and good weather, heading S. am sail in sight going West. 3 mon app duty sick well. Cared for. Middle & Latter part light airs from W & W heading S. all sail out

Lat 19 57 N
Long 157 49 W

Monday Nov 16th.

Light westerly winds ship heading from S to S & W all sail out. Middle and latter part light airs and calm busy sawing & splitting wood.

Lat 19 22 N
Long 158.19 W.

Tuesday Nov 17th

Begins with fine weather and a light wind from N.N.E. Steering W.S.W. Stowed the wood in the after hold. Carpenter putting a Center board in a new boat. M & latter part light N.E. winds steering W.S.W. Sent down fore top-sail to mend.

Lat 19 08 N.
Long 159.36 W.

Wednesday Nov 18th.

Fresh trades steering W.S.W. fixed top sail and sent it up again. Carpenter fixing boat. M and latter part no change in the weather. Three mon app duty slightly sick. Cared for.

Lat 18 33 N
Long 162 31 W

Ship "Janus" Toward.

Thursday Nov 19th
Moderate winds from E. & E. with good weather, steering W. & W. Repaired the crotched, chase waists and boats cradles. Middle & Latter part the same. Took in old S. Boat put out a new one Watch busy fitting ship & Boats
Lat 18-01 N.
Long 165 02 W.

Friday Nov 20th.
Fine weather steering W.S.W. painted S. Boat and S.B. Boat. Killed one ship. M & L part light trades steering W.S.W. busy fitting ship.
Lat 17° 40 N
Long 166 57 W.

Saturday Nov 21st.
Fair weather and light winds. Cook killed a hog. M & L part fine weather and a light E wind steering W by S. fitting boats & ship.
Lat 17 34 N
Long 168.38 W.

Sunday Nov 22d
Fine weather and a light breeze steering W by S. M part light E winds and good weather Latter part strong N winds steering W.S.W.
Lat 17 24 N.
Long 170.39 W.

Monday Nov 23d
Fine breeze with cloudy weather steering W.S.W. All sail out. M part equally Latter part good weather steering W.S.W.
Lat 16.45 N.
Long 173.05 W.

Tuesday Nov 24th.
Good weather with a strong breeze from N.E. steering W by S. Carried away fore top mast Stud. Sail. Cook killed a pig. M part equally. Latter part good weather and strong trades steering W by S.
Lat 16 45 N
Long 176.22 W.

Boulla Bay, 1868.

Wednesday Nov 25th.

Begins with stiff NE winds steering WbyS. took two casks of potatoes out of the fore hold culled them over them, put them into bags. M & Sattu stiff trades with some squalls. Steering W.S.W. watch busy in ships duty. Lat 16.38 N.

Friday 27th changed the day Nov 27 Long 179.49 W.

~~Thursday Nov 26th.~~

Fair weather. Good wind steering WbyS. watch making spunyarn. good weather and a stiff wind steering W.S.W. Lat 16 32 N

Long 176 58 E.

Saturday Nov 28th.

Fair weather with a good breze. hauled up SbW. for Gaspars Island. M part layed too on alternate tacks Sattu part run off in hopes to see the Island. But did not. Lat 14 36 N

Long 176 00 E.

Sunday Nov 29th.

Begins with stiff winds and cloudy weather attended with rain squalls steering W.S.W. killed two sharks M & Sattu part stiff NE trades — with some rain. steering W.S.W. all sail out.

Lat 14.06 N.

Monday Nov 30th Long 173.19 E.

Fair weather and good wind steering W.S.W. M & Sattu part stiff winds and squalls with some rain. steering W.S.W. brought down the spanker and fixed it. Lat 13.26 N.

Long 170.19 E.

Tuesday Dec 1st.

Begins with stiff NE winds and rugged steering W.S.W. killed two sharks M & Sattu part steering W.S.W. stiff trades.

Lat 12 37 N. Long 167.8 E.

Ship Janus Towards

Wednesday Dec 2d
Strong winds and rugged. steering S for Dirosky Island. M part hour to. latter part steered off S for the land and raised it at 10 o'clock Korsakoff Island steered down along shore did not see anything on shore to stop for so kept on.
Lat 11 06 N
Long 166.2 E.

Thursday Dec 3d
Begins with a strong gale and a heavy swell ship rolling bad steering SW. by W. M part a gale latter part steered off S by W. at half past 11 lost the S B Boat; lowered down the S.B. and saved the most of the things
Lat 10.21 N.
Long 165.09 E.

Friday Dec 4th.
Strong winds or a fresh gale from NE. steering S by W. M & latter strong trades and squally. steering SW. by S.
Lat 8.45 N.
Long 164.13. E.

Saturday Dec 5th.
Begins with fair weather steering SW ½ S. for McAskill Island. M & latter part good breeze steering SW. ½ S. Carpenter building a hen coop.
Lat 7.02 N.
Long 162.40 E.

Sunday Dec 6th.
Begins with light winds steering SW. land 120 miles Distance. Killed a rooster. M part at 12 o'clock hove to. latter part steering W. S W. 3 years out to day
Lat 6.58. N.
Long 161.23. E.

Bouka Bay. 1868.

Monday Dec 7th

Fine weather and good wind at 2 PM raised Mc Askill Island and at sundown hove to off the S end of it. M part layed off and on Latter part run into the bay Capt went on shore got Coconuts Duks Chickens turtle and 1 Hog.

Tuesday Dec 8th

Fine weather Bid adieu to Mc Askill made sail and steering W.N.W. M & Latter part good weather. Steering for Wellingtons Islands.

(Lat 6-39. N
(Long.

Wednesday Dec 9th.

Good weather. Sat 1 P.M. landed on shore at the Village. Bargained for two some Hogs Coconuts & other Articles. M & Latter part light airs from SE with strong S. Current. land 10 miles off. had two Canoes on board. sent down the old main sail and bent a new one.

Thursday Dec 10th.

Good Weather and light airs ship head NW. by W to NW by N. killed 3 ducks & 1 turtle. M part Calm Latter part light S S E winds land 20 miles off very strong Current running here. Busy setting up rigging.

Friday Dec 11th

Fine weather light airs and Calm land 15 miles off finished setting up lower fore & main rigging. M & Latter part light airs from N E E steering W. at 1/2 past 12 PM hauled in two Boats to get some Coconuts & Hogs.

Ship Panay Towards

Saturday Dec 12

Fine weather at 4 PM Boats got on board. Cap on shore M & Latter part light NE winds at 12 M sent two Boats onshore got off 4000 Coconuts 23 Hogs & 3 boat loads of wood.

Sunday Dec 13th

Fine weather finished getting off things settled up and at 5 PM squared away for Bonka Bay. M & Latter part fine weather steering W.S.W. At 12 M raised the Island of Ascension.

Lat 6.23 N
Long 158.53 E.

Monday Dec 14th.

Fine weather steering W.S.W. Ascension in sight At 12 o'clock hove to wore ship at 2 & 4 Latter part kept off W.S.W. Ascension Island in sight. Watch busy setting up Topmast rigging & fixing M.T.G sail

Lat 6.00 N
Long 158.03 E.

Tuesday Dec 15th.

Fine weather steering W.S.W. finished setting up the Topmast rigging M part fine weather at 9 o'clock hove to Latter part run off steering W.S.W. at daylight Saw the Island of Wogenik or Seven Islands put out another S.B. Boat SBB

Lat 5.45 N.
Long 157.31 E.

Wednesday Dec 16th

Fine weather at 4 PM hove to for a Canoe from the lee Island lying off and on until to morrow. M part ship off and on Latter part run down close to the village lowered a Boat went on shore & got 8 pigs 3 ducks & some Coconuts

Lat
Long

41 Hogs in all

Bouka Bay 1868.

Thursday Dec 17th.

Fine weather all noon kept off SW by W saw two Humpbacks. Watch busy about ship. M & Latter part fine weather with a good breze. Steering SW by W.

Lat 5.19 N
Long 156.29 E.

Friday Dec 18th.

Fine weather steering SW by W. watch busy about ships duty. M part Cloudy with some rain Se. part fine weather sent down lower main topsail for repairs. Carpenter patching the deck.

Lat 4-57 N.
Long 155.29 E.

Saturday Dec 19th.

Begins with fine weather and a good breze steering SW by W finished mending M Topsail sent it up again. Then sent down the lower fore M & Latter part fine weather finished mending the fore Topsail & sent it up again. & Broke Soul water.

Lat 4 35 N.
Long 154.26 E.

Sunday Dec 20th

Fine weather steering SW watch busy over hauling damaged bread. Carpenter finished patching the deck. M & Latter part fine weather steering SW saw a finback & a large school of fish.

Lat 3.34 N.
Long 153.17 E.

Monday Dec 21st.

Begins with light NE winds with fine weather steering SW. M & Latter part good weather steering SW watch busy overhauling bread & mending upper Main topsail.

Lat 2 51 N.
Long 152.24 E

Ship Panus Towards

Tuesday Dec 22d

Cloudy weather with some rain steering SW by S. Watch mending main Topsail M & Latter part - Cloudy & squally steering S.SW. watch mending upper main T sail between squalls.

Lat 2-18 N.
Long 151.41 E.

Wednesday Dec 23d

Cloudy weather with rain squalls steering S. M & Latter part fine weather steering S.

Lat 0.46 N
Long 151.4 E.

Thursday D 24th.

Cloudy weather with rain partly mended the old foresail before it rained and sent down upper main Topsail, and sent up another one. Killed a pig. M & Latter part - fine weather with light airs & Calm lowered down the boats a little while and practised pulling. the rest of the forenoon mended the old foresail. & sent down upper fore topsail for repairs.

Lat 00 10 S
Long 150.50 E.

Friday Dec 25th

Cloudy weather finished mending sails sent down the good foresail and put it below and bent the old one & the Topsail also on bent the Studding sails M & Latter part Cloud weather with light variable winds with rain. Ship heading from S. to ESE. Watch broke out after meat. good lookout for attoles but none to be seen.

Lat 47 miles S
Long 151.4 E.

Bouka Bay. Francis C. Smith Commander

Saturday Dec 26th

Begins with fine weather & a light breze from S.S.W. Ship by the wind S.E. Saw one finback. M & Latter part light airs & Calms & fine weather no whales to be seen

Lat 0 50 S

Sunday Dec 27th

Long 151.36 E.

Fine weather with a light N.W breze steering S. by W. Saw a finback. M part Squally. latter part fine weather steering S by W with a light N wind. Saw plenty of finbacks. Killed one Hog.

Lat 1 41 S

Long. 157.38.E.

Monday Dec 28th.

Fine weather steering S by W. Saw finback. M & Lat part fine weather Lat day light Saw the Island of New Ireland. Mr Carroll studying Phrophy

Lat 2-20 S

Long 151.38 E.

Tuesday Dec 29th

Fine weather with a light wind from N.E. Stood into the land untill four oclock then tacked off. M & latter part ship on alternate tacks. fine weather

Lat 2-33 S

Long 151 53 E.

Wednesday Dec 30th.

Fine weather light airs and Calms. fitted and put up the Cutting blocks, good lookout for whales but none to be seen. M & latter part Cloudy with some rain watch busy in ships duty plenty of fish around.

Lat 2.25 S.

Long 151.59.E.

Thursday Dec 31st.

Cloudy weather, with some rain. Saw finbacks & Grampuses. Caught some fish. M & latter light winds & Cloudy with squalls of rain. Saw grampuses & finbacks. Caught a few fish & no land 50 miles

Lat 2-06 S

Long 153 00. E

Ship Janet cruising off New Ireland 1869

Friday January 1st A.D. 1869.
Begins with strong winds with rain Ship heading N½W by the wind, M & latter fresh winds from S.W. by W with rain. Killed one pig.
Lat 2-26 S

Saturday Jan 2d Long 153.28 E
Fine weather with light winds saturing SE by S for Bouka Island. saw some Islands M part light winds layed aback until daylight. latter part sturing S by W one Island in sight
Lat 3.05 S

Sunday Jan 3d Long 154 08 E
Fine weather & a light N.S.W wind ship heading S by the wind had one light rain squall. M part good weather. latter part cloudy with rain land in sight.
N. 6 L

Monday Jan 4th
Cloudy weather with N wind attended with rain sturing S. land in sight. M part squally latter part cloudy with little rain two or three Islands in sight.
Lat 5.06 S

Tuesday Jan 5th.
Cloudy weather with fresh W.N.W winds with a heavy sea on at 2 PM wore ship. M & latter part strong gale from W.N.W. ship on alternate tacks ship under short sail.
Lat 3.50 S
Long 154-21 E.

Wednesday Jan 6th.
Begins with a strong gale from W.N.W. with a heavy swell on ship on alternate tacks 20 or 30 miles from the land. M & latter moderate gale from W.N.W ship on alternate tacks saw the land.
Lat 3.40 S
Long 154.39 E

James Allen Smith .. American

Ship Jonas off Bouka Bay 1869.

Thursday Jan 7th.

Begins with strong S.W. winds attended with squalls of rain, M & latter part strong N.W. winds with heavy squalls. Ship by the wind at 8 A M saw Hardy Island ~~same~~ running to the mainsail & S.B. Bower fast

Lat 3.52 S
Long 154.24 E

Friday Jan 8th.

Begins with Cloudy weather and a strong W. wind ship by the wind S.S.W. Hardy Island 20 miles. W. M part strong winds ship on alternate tacks. latter part. Found N.W. strong S at 1 A M raised Hardy Islands and at ½ past 11 raised Bouka Islands.

Lat 4-21 S
Long 154.31 E.

Saturday Jan 9th.

Begins with fine weather and fresh N.W. winds steering from S by E to S.E. by S at 5 P M Bouka Island 25 miles S by E. M part squally latter part a strong W.N.W. gale. took in all but the lower fore & main topsails Main Spanker & P.P. Stay sail.

Lat 4-18 S
Long 155-12 E

Sunday Jan 10th.

Begins with fine weather with a W.N.W. gale ship under strong sail at 2 P M wore Ship. M & latter a N.N.W. gale ship heading N.N.W. by the wind at daylight wore Ship at 8 a m rigged foresail.

Lat 4-10 S
Long 155.46 E

Monday Jan 11th.

Begins with pleasant weather and a N.N.W. gale ship by the wind S.W. M & latter part about the same

Lat 4 09 S
Long 156 22 E

Ship Janus off Bouka Island. 1869.

Thursday Jan 12th.
Fine weather with a strong W.N.W. wind ship by the wind S.W. at ½ past 4 wore ship to the N. ship under double reefed main & lower, mizz topsails jib & F.T. & daily sail & main topmast at M & latter part a gale from W. at ½ o'clock wore ship.
Lat 3.60 S
Long 136.36 E.

Wednesday Jan 18th.
A gale from W.N.W. ship by the wind S.W. M & latter part a gale from W ship by the wind N.N.W
No Obs.

Thursday Jan 14th
A gale from W ship by the wind N.N.W M & latter part A gale from W.N.W with heavy squalls off wind & rain
No Obs.

Friday Jan 15th
Begins with strong variable winds with rain ship heading from N.W to N.N.E. M & L part fine weather wind W.N.W
Lat 1-33 S
Long 158-27 E

Saturday Jan 16th
Fine weather with a fresh breeze from W.N.W ship heading N. all sail out M & L part squally
Lat 1-20 S
Long 158-33 E

Sunday Jan 17th
Begins with light W.N.W wind at ½ past 12 wore ship to the N. M & L part light gale and Calm with rain squalls Lat 1-34 S
Long 158 38 E
Making a Lee Shore

Mrs Lizzie

Ship James Cruising for whales 1869.

Monday Jan 18th.

Light airs and Calm with fine weather, M & Latter part light N W and fine weather not a sign of a whale to be seen Lat 0.18 S
Long 160.18 E

Tuesday Jan 19th.

Fine pleasant weather with light N W wind ship heading N.N.E by the wind Cut the Big Boat M & L part fine weather with light N E winds steering N.N.W. Lat 0.16 S
Long 160 18 E.

Wednesday Jan 20th.

Fine weather & steering N N W put a new bolt on the Lee fore T. S. and M & Latter part fine weather with light N W winds ship by the wind N.N.E. watch mending Fore T. S. sail Lat 0-14 S
Long 160 E

Thursday Jan 21

Fine weather & light N W winds finished mending fore T. S. sail and put it on saw one humback, M & Latter part the same wind and weather, saw some Jamesses
Lat 12 N
Long 160-44 E

Friday Jan 22d

Fine weather with the wind N W steering N N E M part variable winds. Latter part fine weather with light N W N winds ship heading N by the wind watch patching old foresail
Lat 0 19 N
Long 160 35 E

Saturday Jan 23d

Light airs and Calm finished patching fore sail on but the other one and put this up Capt got a lunar. M part fine weather

Continued on next Page.

Ship James Whaling 1869

Taken from the other Page

Wedn Saturday, Jan 23d

Fine weather at 8 A M raised a large school of Sperm whales going to windward, quick, lowered Boats struck 5 & missed one, saved two of them. Saw had 8 pigs.

Sunday Jan 24

Begins with fine weather killed two Whales and got them to the Ship at sundown, got them fast, got supper and set the watch until daylight. M part watch getting ready for Cutting Latter part light airs & Calm at daylight Commenced Cutting at 11 oclock finished Cutting. at 1/2 past 11 raised a dead Whale & lowered a boat and made fast to him and commenced towing it to the Ship, at 8 oclk Lat 00 23 N. made a fire. (S B X CW) Long (S.B.B X CW)

Monday Jan 25th

Begins with light airs and Calm at 2 oclock got the whale along side and began to cut, at 5 oclock finished Cutting at 1/2 past 6 got supper and set the watch. Boiling. M part Cloudy. at 12 oclock finished Cutting up the blubber. Latter part Light airs and Calm with squalls of rain, Boiling Cutting up Junk. and Bailing out Case.

Lat 22 N.
Long 160-12 E

Ship James Watkins Towards Japan Sea

Tuesday Jan 26th.

Cloudy weather with some rain, Boiling M & Latter part Cloudy had some rain. Boiling.

Wednesday Jan 27th.

Cloudy weather. At 5 o'clock finished boiling blubber & put on the Stew. M part light airs and Calm. Latter part - Strong N winds with squalls of rain saw a Grampus. Cleaning up works.

Lat 0-49 N.
Long 158.57 E.

Thursday Jan 28th

Cloudy weather with moderate winds from N.N.E. Ship by the wind N.W. finished Cleaning up works. M & Latter part light airs and Calm. With squalls.

Lat 0-40 N
Long 158.36 E

Friday Jan 29th.

Light airs from N E by E with squalls M & Latter part light airs and Calm. Employed in stowing oil. Saw some porpoises & Grampuses.

Lat 00.5 N.
Long 159.00 E

Saturday Jan 30th

Begins with light airs and Calm, At 1½ past 6 finished stowing oil M part fine weather. Latter part finished stowing off in main hatch, and cleaned out between decks, light airs with rain.

Sunday Jan 31st.

Begins with light airs and Calm, and fine weather. Steering E by S M & part light airs and Calm.

Lat 00.0 N
Long 159.00 E

Remarks on board Ship Janus. 1869.

Monday February 1st 1869.
Begins with light airs and Calm with fine pleasant weather. nothing to be seen. M & Latter light airs and Calms.
Lat 00 11 N

Tuesday Feb 2d Long 16 8. 41 E.
Light airs and Calm. saw porpuses M & Latter light airs & Calm.
Lat No 6 6s.

Wednesday Feb 3d
Begins with Cloudy weather with squalls and the wind shifting E.N.E. M part light winds shifting E N E. Latter part fresh winds from W to W.S W shifting E N E.
No 6 6s

Thursday Feb 4th.
Begins with good weather and light winds from W to W.S W. shifting E. N.E. M & Latter part variable winds with rain.
No 6 6s.

Friday Feb 5th.
Begins with Cloudy weather with variable winds & some rain shifting E.N.E. opened the Tamarons. plenty of fish around. M & Latter part good weather with light N E trades ship by the wind N.N W. saw a fin back
Lat 2-0 3 N.

Saturday Feb 6th Long 162.00 E
Begins with fine weather with light trades ship by the wind N.N W. M part strong winds with squalls of rain Latter part light airs and Calms.
Lat 2 56 N
Long 162-02

Ship Janus Towards Ascension Island 1869.

Sunday Feb 7th.
Begins with light NE by E winds with some squalls, steering N.N.W. for Ascension. M & latter part variable winds with squally weather, steering N.W. by N.
Lat 4-26 N.
Long 161 24 E.

Monday Feb 8th.
Begins with variable winds and squally weather steering N.W. by N. M & latter fine weather with light NE winds steering N.W. ½ W.
Lat 5 45 N.
Long 160.13 E.

Tuesday Feb 9th.
Begins with Cloudy weather with ~~fresh~~ NE trades steering N.W. by W. Killed two pigs. M part shortened sail latter part strong winds from NE steering W.S.W. for Ascension at ½ past 11 carried it.
Lat 7-12 N
Long 158 38 E

Wednesday Feb 10th
Begins with strong trades at 2 P.M took a pilot and at 4 o'clock anchored in middle harbor found Bark Orlando in three 21 months out 6.00 spermm

Ship James. Towards Japan Sea 1869.

Thursday Feb 25th.

Begins with strong trade winds with good weather at 9 a.m. took anchor and stood out of the Bay, left Bank John Carver in the Bay, took the anchor on the Bow and stowed the Chains steering N.W. at 11 o'clock raised Ant Islands.

Friday Feb 26th.

Begins with strong trade winds steering N.W. At 2 P.M passed Ant Islands, & at sundown passed another Group M[illegible] latter part strong trades steering N.W by N. ~~[illegible]~~ Watch mun during the Main T.G. Stay Sail.

Lat 8 34 N
Long 157 08 E.

Saturday Feb 27th.

Strong trades steering N.N.W. all sail out, M[illegible] latter part strong N.E trades steering N by N.W.

Lat 9-42 N.
Long 154.21 E

Sunday Feb 28th.

Begins with strong N.E trades attended with good weather steering N.N.W. M[illegible] latter part strong trades with good weather steering N.N.W.

Lat 11-11 N
Long 151-13 E

Monday Mch 1st

Strong trades with good weather steering N by N 1/2 N M[illegible] latter part fresh trades steering N by N.W saw porpoises. At noon Guam Dist - 210 miles

Lat 12 26 N
Long 148.31 E.

Ship Janus Towards Guam or Ladrone Islands.

Tuesday Mch 2d

Begins with moderate trades with Cloudy weather steering W by N. Watch busy mending fore sail. M+ Latter part Moderate trades steering W by N. Watch busy mending fly jib fixed it and sent it out again and sent in the jib. Lat 12 55 N.
Long 146-01 E.

Wednesday Mch 3d.

Begins with fine weather steering W by N 1/2 N. fixed the jib and sent it out again, At 4 PM saw the Islands of Guam & Rota. 8 PM hove aback. At noon off the Anchorage. 1 Ship Massachusetts a brig + Schooner at anchor.

Thursday Mch 4th.

Stood in off the harbour - Pilot - came off but not wanting one he went ashore again layed off the harbour for the boarding Officer to come off. but did not see him At sunset Stood off. M+ Latter part good weather. At sunrise stood in off the harbour and layed there untill 1-30 P.M. but saw no signs of the boarding Officer, Coming off. and thinking we had waited till wanting Ceased to be a virtue, Kept off NW for the Japan Sea. with all sail out. A Honolulu Jerman ship arrived and went South after water. She was boarded off the town.

Friday Mch 5th.

At 1-30 PM Kept off from outside Guam harbour and stood NW 1/2 W. for Corea Straits & Japan sea. M+ Latter strong trades steering NW 1/2 N. good weather Lat 13-41 N.
1 - off the fore spreed yoff. Long 142-41 E

Ship James. Towards Japan Sea 1869.

Saturday Mch 6th.

Begins with good weather with moderate trades. steering NW ½ N, mended the fore Spanker and bent it; M & Latter part no change in the weather. watch busy in ship duty

Lat 17, 32 N.
Long 140-54, E.

Sunday Mch 7th.

Fine weather steering NW ½ N. fitted the mizzen T. Topsail M part the same. latter part variable winds, saw one ship.

Lat-18-46 N.
Long 139-44 E

Monday Mch 8th

Fine weather with variable winds M & Latter good weather with light trades. steering NW ½ N. turned up the S. Boat & painted her.

Lat-19-53 N.
Long 138-45, E

Tuesday March 9th.

Fine weather. with light trades steering NW ½ N. M & latter moderate trades, steering NW ½ N. Cleaned out the 3d mates room.

Lat-21-26 N.
Long 136.55. E

Wednesday Mch 10th.

Fine weather light airs & Calms saw one sulphur bottom. M & latter part light airs and Calm. Cleaned out the fore castle & white washed it.

Lat 22,02 N.
Long 136,07, E.

Thursday Mch 11th

Fine weather with light S wind steering NW by N M & ~~latter~~ part Moderate S winds steering NW by N. at 3 P M wind commenced hauling to the N. got as far as N, NW. at ½ past 4 tacked ship from that time until noon blew strong, took in sail to lower top, sails. Lat 23,23 N Long 135,35, E

Ship Janus Towards Japan Sea 186?

Friday March 12th.

Fine weather with light airs and Calm Made sail again, at dark all sail out. Cook Killed a Pig. M & Latter part Moderate winds from N.N.W. Ship heading W by the wind Lat 23-41 N.
Long 134.01 E.

Saturday Mch 13th.

Fine weather with light winds from N.N.W. to N.N.E. Course N.W by N. One Sail in Sight. M & Latter part Moderate N.E. winds with Cloudy weather Steering N.W. by N. one sail in sight. No Obs.

Sunday Mch 14th.

Begins with Moderate trades with Cloudy weather Steering N.W. by N. At ½ past 5 raised the Island of Bonedino. At 7 o'clock hove to. M & Latter part Strong N.E winds with rain Ship under sing sail At 8 o'clock Kept off N.W. At noon wind W.N.W. No Obs.

Monday Mch 15th.

Begins with Slight airs and Calm. Cloudy weather and a nasty swell on. M part light breezes. Latter part Strong winds from N.N.W. to N.N.W. Good weather. Lat 26-34 N.
Long 131-02 E.

Tuesday Mch 16th.

Good weather with variable winds ship heading from N to N.E. M part Strong wind made a N by W. Course by the wind till 4 A M when the wind hauled to the N.E. Latter part Moderate E wind Steering W by N. weather Cloudy & rainy Bent and the upper mizzen topsail

Ship James bound to the Japan Sea 1869.

Wednesday March 17th.

Strong wind from E by S. with rain steering W by N. for a passage to the North of Soo Choos between two Islands. 6 PM shortened sail and hauled by the wind under close topsails heading S. blowing a gale. Latter part moderated and wind hauled to S.W.

Lat 27 33 N.
Long 129-25 E.

Thursday Mch 18th.

Calm and squalls from W & N.W. bad sea from S.E. land by reckoning 25 miles off but cant be seen. At sun set saw Crown Island Bore N.W. Dist 15 miles. Wore ship to lay off and on for the night. At daylight steered N.N.W. for the passage North of Crown or K Island. At noon in the passage the passage is about 25 miles wide with 2 or 3 Rocks on the Crown Island side. Saw a Merchant ship.

Lat 27 52 N.
Long 129-26 E.

Friday Mch 19th.

Moderate breze from S.E. steering N.W. all sail out. Killed the old Boar. Middle part wind freshened up to a gale. took in light sails. Latter part a strong gale from S.E. with torrents of rain and a heavy sea. Steering N.W under lower topsails and foresail. Passed a merchant ship under short sail working to the South

Lat No Obs.

Saturday Mch 20th

At 2 PM the wind hauled to W with a heavy squall & torrents of rain. took in foresail split the lower Wiz Top sail and freshed it. At 4 PM Ship heading N. blowing quite heavy N part the same latter part wind W.N.W. Ship heading N.N.E. by the wind blowing heavy and a bad sea Pump. Opened the Slops and supplied the men.

Lat 30.12 N.
Long 127.35 E.

Ship Janus Towards Japan Sea 1869.

Sunday Mch 21st.

Begins with a strong gale from N.W. Ship heading N.N.E. by the wind. M part moderate some. Latter part made all sail heading E.N.E. after noon A.M. One Merchant ship in sight going North.

Lat 30-20 N.
Long 127 50 E.

Monday Mch 22d

Begins with light N wind veering gradually to the East. and freshening. At 4 P.M Ship headed up N.N.W. tacked from East at noon. M part until 4 o'clock moderate. then the wind spring up from the N.E. and we took in light sails. Latter part a gale Reefed the topsails and furled the Mainsail. Raining.

No Obs.

Tuesday Mch 23d

Begins with a N.E gale with rain at 4 P.M furled the upper topsails and hauled up the foresail M & Latter a heavy N.E. gale Ship on alternate tacks turned up the two Bow Boats.

Wednesday Mch 24th.

A N.E gale. Saw a ship steering N.W. by W. M part moderated. Latter part made sail Ship by the wind from N to N.N.E. broke out for the lower wing Topsail and bent it.

Lat 32 23 N.
Long 126-22 E.

Thursday Mch 25th.

Good weather with strong E wind Ship heading N.N.E. by the wind watch winding. Fore Topmast staysail At 4 P.M saw Lowel part Island ahead One ship in sight working towards the straits. M part blew on from E.S.E with rain shortened sail. Latter part a strong gale with heavy rain and a bad sea. Ship lying on alternate tacks under lower topsails.

Ship James, Towards Japan Sea. Francis C. Smith Commander

Friday March 26th.

A strong gale from E.S.E. At 2 PM it broke up and wind hauled to S.W. weather thick and rainy Kept off E.N.E. M part wind backed into the N.E. and freshened. latter part a severe gale took in sail to lower Main Top sail Fore Top mastay sail.

Saturday Mch 27th.

A severe gale from N.E ship heading E.S.E. by the wind. M part the gale broke At 6 PM wore ship to N.W by N. Latter part light winds from N and baffling. one whale Back in sight. Lat 32-23 N.
Long 126-30 E.

Sunday Mch 28th

Light baffling winds from N.E inclining E. weather hazy At 5 PM ship heading N. one whale Back in sight. M part strong E.N.E. wind. At 11 PM saw Dolphart Island & tacked to S.E. At 4 AM tacked to N. At 8 AM tacked to S.E. 20 miles from the West end of Island. Lat 32-38 N
Long 126-59 E.

Monday Mch 29th.

Strong N.E wind with good weather. Wind inclining N. At 5 PM ship up E. Wind N.N.E & still work by N. Two sails in sight ahead working to the N.W. M part strong N.N.E. wind. At sunrise saw Gallos ~~Rocks~~ Islands and pallas Rocks Wind hauled to N & W. At noon Ship N.E by N. Lat 32,32 N.
Long 127,50 E.

Tuesday Mch 30th.

The wind freshened on to a gale. At 4 PM reefed the Topsails heading N by E wind N.W. Land in sight off the lee. Carried sail hard. At sunset reefed the Courses blowing heavy with land under our lee. At 2 A M moderated made sail At daylight Passage Island N.E by N 25 miles Lat 33 46 N. Long 129 40 E.

Ship James in the Japan Sea. 1869.

Wednesday Mch 31st.

Light airs from SW. saw & chased four Right Whales but could not strike. no wind. One Bark in sight. M part light airs and Calm. latter part wind breezing up from SW. steering NNE. with good weather Bark "Nile" in Company. saw their boats off the Rock which we passed at 10 A M.

Lat 34-36 N.
Long 129-57 E.

Thursday April 1st.

Fresh SW wind with hazy weather. steering NNE. "Nile" in Company. outbent the mainsail and bent an old foresail in the place of it. M part strong SSW with rain steering NE. At 10 A M wind hauled to the N. and cleared off. Saw the "Nile".

Lat 36-35 N
Long 131-05 E.

Friday Apr 2d

Begins with strong North wind steering E by N. saw the "Nile" M & latter part strong winds from NW by N steering E by N. At 7 A M saw "Oki Islands.

Lat 36-52 N.
Long 133-11 E.

Saturday Apr 3d

Begins with strong NW by N. winds steering E.N.E. at 1 PM took in Crotchet sail upper Mizz Topsail & reefed the foretopsail. M & latter part light winds from NW & SW. some birds but no whales to be seen. Saw a school of porpoises & Grampuses. Repaired the upper main Topsail

Lat 37-36 N.
Long 135-11 E.

Mistake

Ship James in the Japan Sea Right Whaling.

Sunday April 4th

Begins with light SW winds and freshing. Steering E.N.E. Repaired upper fore topsail. John Savage sick and has been since leaving Honolulu At 4 P.M. saw several Right Whales. At 6 P.M — lowered did not strike. to late The whales were still and seemed to be at home. At dark took up the boats and shortened sail. Sand in sight E.S.E to S.W. M part wind 4 hauled to S.E. latter part some rain wind from S.E to S. saw 3 Right Whales but could not get within striking distance. Sand in sight S.E. 3 Lat 37-49 N. Long 135-46 E.

Monday April 5th

Light wind from S. saw one or two finbacks. At 4 P.M. Calm. M part Calm & foggy. latter part light airs from E with Cloudy weather. saw Right whales lowered But could not strike. Lat 37.57 N Long no obs.

Tuesday Apr 6th

Cloudy weather with light E wind. Chased whales all day. Shot at one & missed it. M part wind E.N.E. with rain. latter part wind 12 missed one West good whale weather. At 11 o'clock lowered for whales boats Chasing. Lat 38-04 N Long 138-57 E

Wednesday April 7th.

Begins with SW ~~with~~ winds and hazy weather. At ½ past one boats give up the Chase and come on board. Then we stood off to the Eastward until dark. saw two Right whales. hove ship to and shortened sail. saw plenty of finbacks + sulphur bottoms. and saw a Japanese junk steering E.N.E. M & latter part strong NW winds with rugged weather. saw & Chased 4 two Right whales plenty of sulphurbottoms and finbacks in sight Lat 38 00 N Long 136 26 E.

Ship James Whaling in the Japan Sea 1869.

Thursday April 8th.

Strong W.N.W. winds with rugged weather ship under reefed top sails. saw two whales chased one of them put up a Crows nest in the foretopmast Crosstrees. John Kanaka still of duty sick. M & Latter part have good weather. SW Wind. saw plenty of finbacks and three Right whales. darted at one (R.W.) but did not fasten. T.B. saw 2 Japan Junks all steering to the Eastward. the whales seemed to be at home but exceeding wild.

Lat. 38-09 N
Long. 136-38 E.

Friday April 9th.

Light SW wind saw finbacks. Chased a whale that we — Chased this forenoon — Could not strike. saw 2 Junks going E. At night shortened sail. M part fresh breze from SE. steered W. latter part wind moderated steered W.SW. saw plenty of feed and a few birds also 2 finbacks. but no Right whales. I think the whales have worked N E.

Saturday April 10th

Light airs from South and Cloudy. nothing to be seen but one or two finbacks. To day I repaired my boat sail. M part breze sprung up from NNE. ship by the wind latter part strong NE winds at 8 A M wore ship to E.S.E. saw a few finbacks and one humpback.

Lat 37-50 N.
Long 135-33 E.

Sunday April 11th

Strong NE winds with good weather ship heading E.S.E. by the wind. Middle & latter part strong E.NE. winds with Cloudy weather At 10.30 A M saw the Land, plenty of birds and feed no whales seen.

Lat 37 37 N.
Long 136-19 E.

Remarks on board of Ship "Janus" in the Japan Sea

Monday April 12th.

Stiong E.N.E. winds and Cloudy. At 2 PM tacked off from the Land. Breakers in sight - Also some houses and a plenty of farms. Not a whale to be seen. At dark took in light sails heading N by W. M & Latter part - E.N.E. wind with rain. Sea smooth

No. Obs.

Tuesday April 13th.

Light - E.N.E. wind with rain. At 4 PM the wind N.N.E. Cleared up some. No whales to be seen. John Savage (still) off duty. Sick. M & Latter part a gale from N.N.W. with heavy hail squalls. Land in sight. Saw two gunks and one finback. Ship under lower topsails & spencer

Lat 38-14 N.
Long 137-05 E.

Wednesday April 14th.

A heavy gale from N.N.W. with hail squalls Ship heading N.E. under lower topsails reefed Main topsail reefed foresail & spencer. Saw one finback. M & Latter part N.W. gale with heavy snow squalls Saw the Island of "Sado"

Lat 38-51 N.
Long 138-02 E.

Thursday April 15th.

A N.W. gale. At 4 PM wore ship to W.S.W. M part strong gale at 11 o'clock wore ship. Latter part Moderated sent in the gib for repairs. Also repaired the foretopsail Saw one Sulphurbottom.

Lat 39-24 N.
Long 138-32 E.

Friday April 16th.

Moderate W.N.W. winds with good weather bad swell on. At noon saw Cape Kanno (some of) and the land to the South of it. At 4 PM tacked ship. There is no name to the point of land but there is a town on it called "Kanno" so I call it Cape Kanno. At night shortened sail. M part wind moderated. Latter part fresh S.S.W. winds with hazy weather. At daylight saw the land. At 7 o'clock tacked ship and stood in for it. Saw one gunk. Lat 39 32 N | Long 139-02 E.

Ship Janus. Cruising in for Right Whales in the Japan Sea 1869.

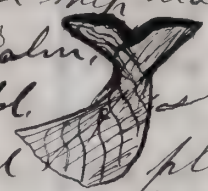
Saturday April 17th.

Begins with light S.S.W. winds with hazy weather. Steered E.N.E. for "Pabou Sima" Island. stood in within 15 miles of it then stood off. Also saw the land from "Cape Kamo" to "Cape Kama". Not a whale to be seen of no kind. M part light airs and Calm. Starting W. by S. Latter part fresh N.W. winds with good weather. Ship by the wind W.S.W.

Lat 39-24 N.
Long 138-05 E

Sunday April 18th.

Light N.W. winds. Saw and struck one Right whale. but drew from it. At night shortened sail ship heading W.S.W. M & latter part light airs from E & Calm. Saw a Right whale lowered but could not strike. going quick to windward plenty of fud and finbacks.



Drew L.B.

Lat 39 30 N.
Long 137-50 E.

Monday April 19th.

Light S.E. wind with rain. Saw and Chased one Right Whale. At night shortened sail. M part S.E. rain storm. Latter part fresh N.W. wind. Set down the upper maintopsail and put on a new footrope the old one having parted. and split the sail. Saw two finbacks

Lat 38 54 N.
Long. 137 30 E.

Tuesday April 20th.

Fresh wind from N.W. with good whale weather. At 4 PM tacked to N.E. no whales seen this afternoon John Savage still off duty sick. M part Calm. Latter part light S.E. winds. "Sado" in sight well covered with snow. not a whale to be seen

Lat 38-52 N.
Long 137-27 E.

Remarks on board of Ship James in the Japan Sea 1869.

Wednesday April 21st.

Light winds from S.S.E. with Cloudy weather saw one finback. "Sado" in sight. M part fresh winds from S & S.W. steering N by W ½ W all sail out. latter part wind come out from the W. with rain put the Ship under Short sail. Sent down the Main Topgallsail and replaced it with a new fore top gallantsail. saw two Sulphurbottoms.

Thursday April 22d

A gale from the NW with snow & Cold weather Ship under lowertopsails and spencers. heading W.S.W. Killed a Hog. M part clear with strong gales. latter part light wind from W. with Clear weather ship under all sail out, heading N.N.W. saw one finback

Lat 41 15 N
Long 187-05 E.

Friday 23d

Clear weather. no whales seen. M part light SW winds. latter part strong S.S.E. winds and good weather. steering N.N.W. No whales to be seen. and but few birds.

Lat 42 12 N.
Long 136-05 E.

Saturday April 24th

Light S.S.E. wind with hazy weather steering W. Bent a new spanker and condemned the old one. M part strong winds from South with Clear weather. latter part had strong winds from the same quarter. reefed the topsails and took in the mainsail and jibs. Water very thick. nothing to be seen but a few birds and seals

Lat 42-12 N.
Long 133-52 E.

Sunday April 25th.

This afternoon the wind has abated some with a light rain. set the jib. At 4 P.M. wore ship to S.E. the wind having hauled two points to the westward. At dark took in jib. foresail. and set three watches. hoping that we may get a whale tomorrow. M & latter part fresh winds from W.S.W. to W.N.W. At daylight saw the land. Coast of Tartary near Tomut point saw no whales

Lat 42-37 Long 133-42 E.

Ship James in the Japan Sea. Cruising on the Coast of Tartary 1869.

Monday April 26th.

Strong W winds. At 1-30 PM tacked ~~Ship~~ off from the land. Shore 2 miles Distance. Saw several huts at the head of the bay, and three boats sailing along the shore, also saw many smokes on the high land. M & Latter part good weather with fresh W winds. Stood in towards Hornet Point. No whales to be seen. Saw a great many ducks flying North.

Lat 42-38 N.
Long 133-34

Thursday April 27th

Begins with fresh W winds with clear weather at 1 PM tacked off from the land, 2 miles distance. No whales in shore. Saw about 70 fish boats along the shore, the Country looked rugged and barren. This morning as well as yesterday was the Coast was enveloped with smoke. M part moderate, Latter part strong SW winds, nothing in sight. Ship by the wind S.S.E.

Lat 41.35 N.
Long 133-40. E.

Wednesday April 28th.

Begins with strong double reefed topsail breze from S.W. Run through large quantity of whale food. Saw several finbacks. At night shortened sail and wore ship to W.N.W. weather smoky. M & Latter part a strong lowertopsail gale from S.W. Saw some birds and two or three finbacks.

No Obs.

Thursday April 29th.

Begins with a gale from S.W and rugged weather. Ship heading S.S.E. Nothing seen of the whale kind. John Savage still off duty sick. M part a gale and rain from South. Latter part the wind hauled to the W. and cleared up some

No Obs.

Friday April 30th.

The wind settled at W.N.W. and cleared off. Set reefed topsails and course heading SW by S & S.S.W. M & Latter part strong winds from W to W.N.W. good weather. No whales to be seen.

Lat 40-23 N Long 134-38 E.

Remarks on board of Ship Janus. in the Japan Sea 1869

Saturday May 1st.

Begins with a fresh W. & W. wind with good weather. At 1 o'clock wind moderating mad some sail. M & Latter part strong winds from S.W. to W.S.W. At 11 P.M. tacked to W.N.W. during the forenoon saw a plenty of fuel and a few finbacks.

Lat 40-06. N.
Long 134-16. E.

Sunday May 2d

Strong winds from S.W. Ship by the wind W.N.W. & N.W. by W. Saw 2 finback. M & Latter part strong winds from S.W. to S.S.W. Ship by the wind W to W.N.W. No whales to be seen

Lat 40-33. N.
Long 132-38. E.

Monday May 3d

Strong S.W. winds with hazy weather Ship by the wind W.N.W. saw some finbacks. M & Latter part light airs and Calm. Saw finbacks.

Lat 40-40 N.
Long 131-38. E.

Tuesday May 4th.

Light N.E. winds and good weather. Steering W. Rove the Cutting falls. Run through a greate deal of fuel. Saw finbacks. M & Latter part variable winds with good weather a heavy swell from E.N.E. Cape Bruat and white Rock in sight

Lat 40-31 N.
Long 129-52. E.

Wednesday May 5th.

Light S.W. winds. Saw several finbacks At 3 P.M. White Rock W.N.W. Dist 10 miles. and Cape Bruat N.E. W. 25 miles. no whales to be seen. M & Latter part light winds from S & W. Saw a few finbacks. White Rock N by E 12 miles land 10 miles off.

Lat 40-26 N.
Long 129-23. E.

Thursday May 6th.

Light airs and Calm. At sunset Rock N by E 12 miles Cape Schlifenback W. 20 miles. heavy swell from E. weather hazy M part light airs. Latter part had a breze from N.E. run in near the land at noon hauled off shore land two miles off saw a number of boats coasting along shore.

Lat 40-28 Long 129-08. E.

Ship James Cruising in the Japan Sea. 1869.

Friday May 7th.

Light variable airs and Calm. Saw two Right Whales Chased one. Could not strike. no wind. Middle & latter part light SW wind accompanied with thick fog. Sea very smooth.

Saturday May 8th. No Obs

Had a dense fog all of the afternoon, with a light SW & WSW winds and a smooth sea. M part the fog cleared away. latter part fine weather. Stood into the land just South of White rock. Saw no whales except finbacks saw one boat in shore.

Lat 40 36 N
Long 129 18 E.

Sunday May 9th.

Baffling winds and Calm. the air is very hot weather very Smoky. Saw finbacks. M part Calm latter part a gale from NE & foggy

Lat 40 09 N
Long No Obs.

Monday May 10th.

Strong wind from E.NE. with fog. M part Calm. latter part light S winds. Saw one Right Whale and Chased it all of the forenoon. shot at it once to far off.

Lat 40 13 N
Long 129 24 E.

Tuesday May 11th.

Light SW wind. Chased the same Whale but could not strike. Land in sight. at night shortened sail. M part thick fog with E wind. latter part a gale from NE & foggy

No Obs

Wednesday May 12th.

Strong wind from NE. with cloudy & Rough weather. Saw two finbacks. at night shorten sail, set three watches. M & latter part good weather light N wind. Saw and chased one Whale

Lat 39 54 N
Long 129 30 E.

Thursday May 13th.

Strong S.W. wind. Chased the same whale that we were after this forenoon, and shot at it, but did not get fast, iron glanced. M part Calm, latter part strong S.S.W. winds. Saw finbacks stood down the land towards White Rock, Concluded find out to day that the iron that was shot yesterday at the whale had slipped part the way out of the gun before it was fired, as it did not fit tight.

Lat 40 24 N.
Long 129-39 E.

Friday May 14th.

A gale from S.S.W. lowered for Right-Whales. But had to take up the Boats. Saw several Right-Whales some of them breaching, they seemed to be at home. M & latter part good weather. Saw a good show of Whales and Chased all of the forenoon but Could not strike. The whales very wild. At noon Rock 15 miles N.W.

Saturday May 15th

Fine weather, saw a good show of whales, fired at one and missed it. At night took up the boats and shortened sail. Carpenter missed repairing the L.B. Boat. M & latter part good weather. Saw finbacks but no Right Whales. At noon White Rock W.N.W. 15 miles.

Sunday May 16th.

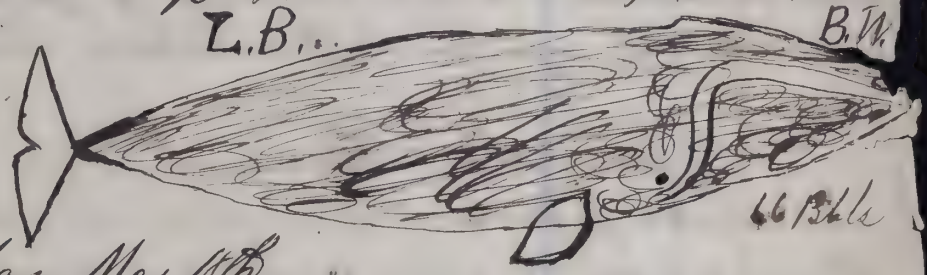
Strong winds from S.S.E. to S.W. Stood in to the Crifier Islands and Cape Brunat. Saw a few Humpbacks but no Right-whales saw a good many boats along the shore. M & latter part strong winds from S.S.W. Nothing in sight.

Lat 40-28 N
Long 129-5

Ship James Right Whaling in the Japan Sea 186

Monday May 13th.

Strong S.S.W. winds and hazy at 4 PM saw a numbe
of Right Whales, to rugged to lower, at 5 oclock Cahi
lowind the Boats but Could not strike M & Sath
part good weather, Struck and Killed a Right Wha
and took it to the Ship. Rock about N.W.W. 20 m



Thursday May 14th

Strong S.S.W. wind with rugged weather. Cut in
the Whale. One of the pieces Come down on
deck. and broke Charles Postus Right arm. The pin in
shackle broke. Half a dozen other men who were in
the waist had a very narrow escape. At dark s
the watch. Chaing the decks. M & Sathe part goo
weather. Chased one Whale. William Rotch in sight.
Lat 40 10 N
Long

Wednesday May 19th.

Fresh E.N.E. wind & with some fog. Spoke Wm
Rotch 120 spum. At 3 oclock began to boil. M &
Sathe part strong E.N.E. wind with some fog. Standing
in for the land. Boiling.

Thursday May 20th.

Begins with strong E.N.E. winds with Cloudy we
stood in close to the land at 5 oclock tacked
H. shore. Wm Rotch in Company. M & Sathe part
light variable winds. No Whales. Rock N.W.W. 15 mi
William Rotch in sight.

...cruising in the Japan Sea for Right Whales 1869.

Friday May 21st.

...ht-airs from S.S.W. Saw 4 Whales & Chased but not struck. At 4 P.M. Came in fogg. Boiling. Mr ...ter very Comfortable. John Savage not so well. ...e rmainder of the day passed off with light ...riable winds and a dirty fog. Finished Boiling ...d Cleaned up the decks. Whale Stowed up 70 bls

Saturday May 22d

...ight-airs from N.N.E. With dense fog. The rest of ...e day was fogg also, except an hour or two in the ...ornoon when it was quite clear. Saw nothing ...but one finback. Mr Foster are seems to be ...ing well, pains him but little. Stowed down ...Oil. about 35 miles from land Lat 39-46 N.

Sunday May 23d

...ight-airs from E.N.E. with a dense fog John ...ays about the same. The fog remained through the ...l of the day. Lat 40-16 N.

Monday May 24th.

...ht-winds from S.W. At 2 P.M fog lifted up land in ...t at 5 P.M James Bay W 10 miles, Rock N.N.E. 10 ...es, Plenty of finbacks, porpoises, and birds in ...t. Cape Breat in sight. M & Sather part good Wha ...ther, Rock W good Whale weather, saw finbacks, ...d a Right-Whale (on Rising) going quick. Wm Rotch in ...ight-boiling. Off Cape Breat.

Journal in the Japan Sea Whaling. 1869.

Tuesday May 25th.

Good Whale weather, Saw and Chased one Right Whale, Spoke Wm Rotch, one Right Whale & one Sulphurbottom. At sunset Rock W 8 miles, M & Scatter out good weather, Sandand on White Rock and got two buckets full of nice Eggs. Wm Rotch in sight.

Wednesday May 26th.

Good weather, no Whales spoke Wm Rotch, In the night and forenoon the weather was good. Saw finbacks Wm Rotch in Company boiling Rock N E. 15 miles. Lat 40 25. N.

Thursday May 27th.

Good weather S.S.W. wind, saw finbacks and porpoises Stood in Close to Nigger head, saw lots of boats about the Shore. M & Sattie Strong gales and rugged. Capt Ze brought on board a part of his windlass gear to repair. His Cooper stopped on board to assist the Blacksmith. Land 20 miles off.

Friday May 28th

gale from W S W with a bad sea, Ship under lower sails At 6 P M now off shore, Nigger Head 75 miles off, M & Sattie part light winds saw Humpbacks, Wm Rotch in Co.

Saturday May 29th

Good weather saw finbacks, Spoke Big Comet Head, Co bbls Humpback, M & Sattie part light variable winds with some fog, Land 5 miles off Big Bark in sight.

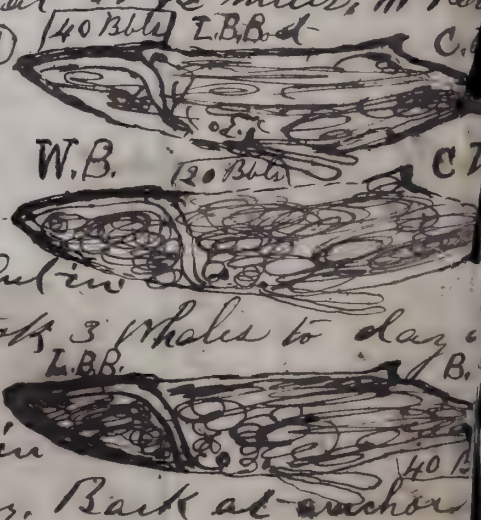
Whaling in the Japan Sea 1869.

Sunday May 30th.
Light variable airs with thick fog. Lowered a boat and made several shots at a target. Lost one iron by the breaking of a shackle. M & Latter a thick fog. Mr Foster and doing well. The sick Kanaka is no better. Calm & Light airs from N.E. to S.S.W.

Monday May 31st.
Light airs from S.S.W. ship lying aback — thick fog. M & Latter part light Southerly winds with a dense fog.

Tuesday June 1st 1869.
The wind shifted to N.N.E. and cleared up, saw some finbacks and porpoise Rock W 12 miles M & Latter part good weather, saw finbacks. Bing in sight. Cape Binat W.S.W. 10 miles

Wednesday June 2d.
Light N winds. Boats went into the show and a humpback. At 4 P.M. Commenced Cutting. At 8 P.M. finished and got supper. Binat W 12 miles. M & Latter part good weather. Killed another Whale. And Cut it in.

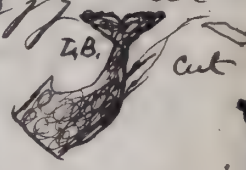


Thursday June 3d
Good weather, Killed and Cut in another Whale. The Wm Rotch took 3 Whales to day the Comet two, M & Latter part light winds with some fog steering in for Cape Binat. Bing in Company. Bark at anchor the Bay by a sunken Whale.

Whaling in the Japan Sea No 9.

Friday June 4th.

ad weather in Bonal Bay but strong winds out
from NE. Struck a whale that run and sounded
ead Could not kill it, Cut from it. Weather rugged
shore. M & Latter part E wind and foggy sent in
Boats, Boiling. Wm Rotch in Co.



Saturday June 5th.

ong E wind with a dense fog off shore but quite
in Close to the land. Chased Whale but Could not
the. Wm Rotch took her anchor. M & Latter part
much Change in the weather. Two Boats in after
les. Wm Rotch in Co. Mr Poster Comfortable. John
age Kanaka very Sick. Cape Bonal one mile NNE. the
off shore.

Sunday June 6th

NE. wind and foggy. At 3 PM took up the boats. Wind
od off. Boiling. M part rain. Latter part light airs
d Calm but in three boats. No Whales. Ship in Bonal
y. John Savage Died had 5 boat loads of Partars o
ard.

Monday June 7th.

ght E wind At 4 PM hove aback and Communital
the Savage remains to the Ocean. At 5-30 two boa
t in to Mr Rock and brought 1.000 Eggs M & Latt
t light Variable winds. With some fog. Saw one fin back
k W 12 mn. Wm Rotch in Sight.

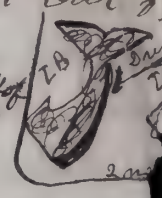
Tuesday June 8th.

NE & W winds & good weather. Saw one hump back. Stow
oil in the hatch. M & Latter part light airs and
ing oil. Chas
main hole

[illegible] game in the Japan Sea Cruising for all kinds of oil

Wednesday June 9th.

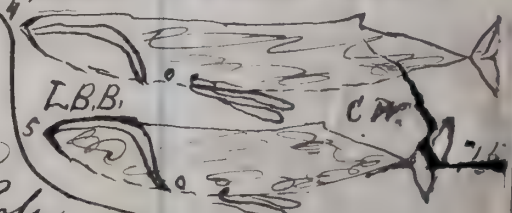
Fine weather, boats went in to the shore and struck Humpbacks. Drew from one and the line got out of the other. Off Cape Rozakof During the night light wind, at 4 AM four boats went into Point Rozakof No whales, a strong gale sprung up from the NE. and to the South along the Coast.



June 15th

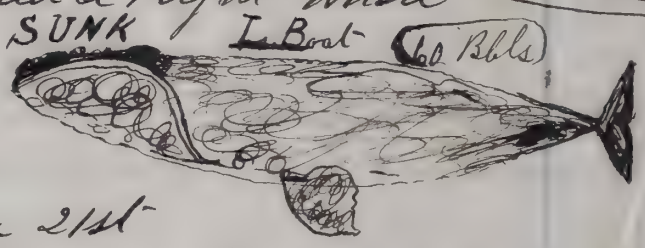
Off Rozakof point; saw and Chased a Right-whale

In the afternoon went into Point Rozakof and got 2 Humpbacks,



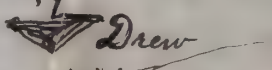
Sunday June 20th,

Light NE wind with Cloudy weather struck and killed a Right-whale and had it sunk.



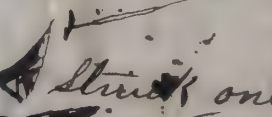
Monday June 21st

Good weather, saw two Right-Whales struck one and the iron Drew



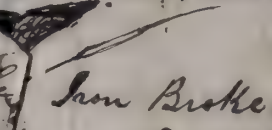
Tuesday June 22d

Fine weather. Saw two Right-whales. Struck one iron Broke.



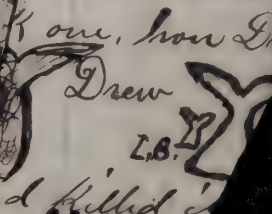
Wednesday June 23 d

Fine weather saw four Right-Whales struck one, iron Broke shot at a cow + a Calf but did not fasten



Thursday June 24th,

Fine weather. Saw 2 humpbacks struck one and killed one boat stove, WM Ketch in Co.



Ship James Rich Whaling in the Okhotsk Sea

Monday
~~Aug Tuesday~~ Aug 30th.

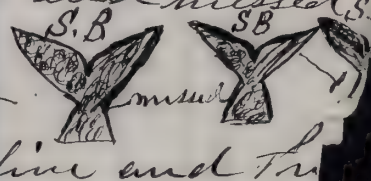
Begins with strong NE wind with good weather. Spoke Ship "Europa" 4 Bowheads this season. Spoke the Brig Cummings yesterday the 29 with 3 small Bowheads this season. 180 Bbls.

Wednesday ~~Aug 31st~~ Sept 1st

Fine weather, at 4 P.M. put the lines over the side and commenced catching Codfish which are very plenty on this Coast. Spoke Wm Rotch got some Beans & Rice out of her then she and the Europa stered S. and we stered W. At 4 oclock raised Right Whales going W. & W. quite quick. lowered but could not strike. No wind

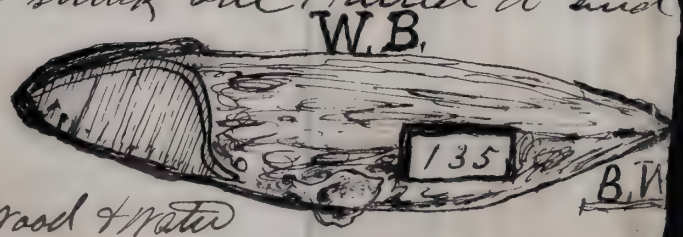
Thursday Sept 2d

To-day we have had good weather with a light Northerly wind. Saw Right Whales, lowered Shot at two and missed them. then about 5 oclock got up to one other one and hom and Iron into it clear to the strap took out 25 fathoms line and he came out. Saw 5 Whales this afternoon working SW.



Friday Sept 3d

Begins with Wind and Cloudy weather saw two Right Whales, lowered and struck one, killed it and took it to the Ship



Tuesday Sept 14th.

Anchored in Garnet-Bay, for Wood & Water

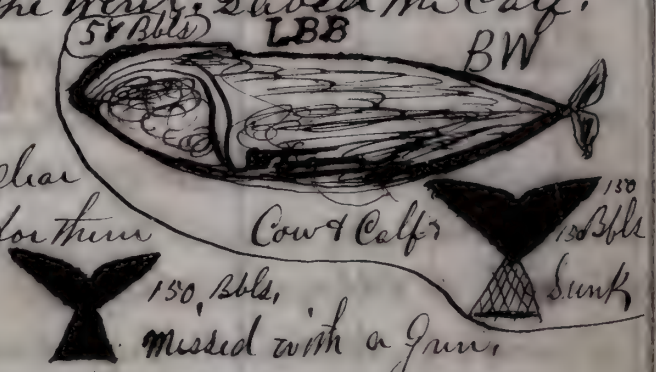
Wednesday Sept 15th. Birth day of Mr Carroll

Good weather with a light Northerly wind, lying at anchor in Garnet Bay. At 20 minutes past 6 oclock Mr John F. Carroll died. Cause Heart Disease & Dropsy. He belonged in Troy New York. Aged 38 years 9 months and 2 days.

Ship Janus Whaling. 1869.

Sunday Oct 10th.

Begins with Strong winds from N by W. Stering S.S.E. Saw Right-Whales, Lowered and Struck a Cow & Calf. Killed them both. (got Bow Boat stove) After the Cow turned up she floated very light and in hauling up her Small (with a hole in her flukes) got her pointed and down she went. Saved the Calf.



Monday Oct 11th.

Begins with light SE wind with clear weather. Saw Right-Whales, Lowered for them fired at one and missed it.

Remarks from the Meridian to the Sandwich Islands.

Sunday October 24th

~~Saturday October 23d~~, 1869.

Begins with good weather and a moderate gale from N.W. steering East all sail out, Middle part Light Northerly winds, Inclining to the South; Latter part fresh S.W. winds with Cloudy weather steering E by S. all sail out;

No Obs.

Monday Oct 25th.

Begins with a gale from the South steering E ½ S. took in sail to M topgallant sail. Middle part wind worked back to S.W. Made sail again, Latter part wind W.S.W. steering E.S.E. all sail out.

Lat 41.16 N.
Long 170-39 W.
Course S.E by E ½ E.
Distance 180 Miles.

Tuesday Oct 26th.

Begins with strong W.S.W. winds with thick weather steering E.S.E. all sail out; M part the same, Latter part wind breezed up took in sail to topsails Blowing hard.

Lat 39-22 N
Long 163 43 W
Course S.E ¼ E.
Distance 175 miles

Wednesday Oct 27th

Begins with a strong gale from W.S.W. steering E.S.E. under topsails. M part the same Latter part set the Main Top Gallant sail

Lat 37.08 N.
Long 165.00
Course S.E. ¼
Dist Run 175 Miles

Thursday Oct 28th

Begins with strong W winds with squalls steering S.E by E. At 4 o clock set the fore top gallant sail. M & Latter part fresh W winds with cloudy weather steering S.E by E, all sail out. Bent a new mainsail. and bent out Braces

No Obs

Friday Oct 29th

Begins with strong S.W wind steering E.S.E. Was busy bending out and mending sails. M & Latter strong S.W winds steering E by S & E.S.E. Watch bi mending sails. Lat 33.19 N Long 158-56 W Course

Distance 195 Miles.

Ship James Towards the Sandwich Islands 1869.

Saturday Oct 30th 1869.

Begins with strong SW wind with good weather steering S.SE. under top sails. at 4 o'clock set the main top gallant sail. Watch busy mending lower main top sail. M & Latter part strong SW wind steering from S. to E.SE. under short sail. All hands employed in making out the foreold and mending sails

Lat 31.38 N.
Long 155-58 W.
Dist SE 3/4 E.
Course 180 miles.

Sunday Oct 31st.

Begins with fresh winds from W.S.W. steering by the wind SE. Watch busy mending sails. M & latter part Good weather ship by the wind S E by S.

Lat, 30-16 N.
Long 154-58 W.
Course SE 3/4 S.
Dist 105 miles.

Monday Nov 1st 1869.

Begins with light SW by S winds ship by the wind S E by S all sail out. saw porpoises and humbacks. at 6 o'clock set three watches. M & Latter part fine weather with light SW winds ship by the wind S.S.E. All hands employed in fitting ship for Port.

Lat 28-53 N.
Long 154-05 W.
Course SE by S 1/2 S.
Dist 90 miles.

Tuesday Nov 2d

Begins with light SW winds and fine weather ship by the wind S.S.E. All hands employed in fitting ship. M & latter part fine weather. All hands employed in ships duty. saw a mast which had been in the water a long time it had iron bands and an iron block stay on it.

Lat 28-15 N.
Long 153-06 W.
Course SE 3/4 E.
Dist 60 miles.

Sales Sun on board Bark Vineyard 1870.

5th saw a large school of Sperm Whales but did get any on account of a squall which come upon us at the time of raising them and it passed over did not see them again.

Steamship South Carolina

Robert E Morton

Robert E Morton.

THE BIG SHENANDOAH.

Glimpses of the Fine Maine Sailer No on Her Way Round the Horn.

Prouder than the finest old-time clipper that ever won sea glory for the Stars and Stripes, the giant Yankee ship Shenandoah is now on her maiden voyage to San Francisco. Excepting a five-masted lethan flying the French flag, she is the biggest sailing craft afloat. While she is here her colossal proportions did not excite more admiration for her than her handsome interior. Gray-bearded skippers, who looked into her cabins and clinked glasses with her veteran commander, Captain James Murphy, said she was fit for a prince to go to sea in. There was nothing mean about the interiors of the fleet clippers of thirty years ago, but they would appear cramped and cheerless contrasted with the spacious and bright cabins of the Shenandoah. That peerless racer, the Dreadnaught, which crossed the ocean in less than ten days, was only about a third as large as the Shenandoah. The necessary small cabins of the old ships were, in some instances, finished in hard wood, but usually were devoid of ornamentation. The decorator had little to do with them, but he was on hand when the Shenandoah was constructed. Capt. Murphy has been sailing around the Horn for twenty-seven years, but never in such style as he is going in now.

The dimensions of the cabin of the big ship are 54 by 28 feet. The coach house guarding its forward entrance is finished in oak, and has windows commanding a view of nearly all the horizon. The companionway from the coach house to a sort of vestibule just forward of the dining room ends in elaborately carved newel posts, capped by dolphins with their tails twined about standards.

The dining room, if on a transatlantic steamship, would be euphemistically termed a saloon. It is finished in quartered oak, and has a large oaken table at which thirty persons may sit.

On the starboard side of the dining room, forward, is the pantry, which is also finished in oak, and fills the colored next to ecstasy. There are two cosy staterooms opening from the port side of the dining room that could not fail to please the most fastidious voyager. The two entrances from the dining room to the cabin are doorless and are draped with rich portieres. On either side of the cabin is an alcove in which is a finely upholstered lounge. The floor is oiled and furnished with Turkish rugs. The centre of the forward end of the cabin is adorned with a prettily carved cabinet, above which is a large oblong mirror. The captain's bedroom is more spacious than any that ever the skipper of a sailing vessel slept in before. It is 14 feet wide and 16 feet long, and contains a sofa, a library, an antique writing desk and many other articles. The massive bedstead is also a [illegible] Like all the other furniture of the cabin, it is of oak. There are two spare rooms opening off the cabin, 12 by 15 feet, carpeted with Brussels, and containing beds and sofas. The ship can comfortably accommodate 20 cabin passengers. She carried only four on the voyage she began last Monday. They are Messrs. Tefft, Mull, Morris and Royden, all young men of New York.

The Shenandoah carries 5000 tons of cargo, a larger quantity than which has seldom gone from this port even on the biggest freight steamships. Her officers are: First Mate Frank Mason, Second Mate Weber, and Third Mate Martin, all of Maine. She spreads, when the wind is astern, 11,000 yards of canvas. Her three forward lower masts are 90 feet long and 38 inches in diameter. The topmasts are 56 feet long and the topgallants 68 feet long, making a total height to the truck from the deck of 217 feet. Her lower main yard is 93 feet long and 22 inches in diameter in the centre. When the studding sail booms are attached to the yard the entire length of boom will be 186 feet, or about the length of a clipper ship of [illegible]st.

[illegible] to San Francisco is 90 days, [illegible] the Flying Cloud. Capt. [illegible] when they bade him [illegible]ned he would

Evenin

ESDAY, FEBRUAR

SECOND EDITION

3 O'CLOCK.

THE WEATHER

WASHINGTON, Feb. 11.—For Massachusetts—Fair, northerly winds, slowly rising temperature.

BARLOW NOT GUILTY.

New Bedford Liquor Case Tried in the Superior Court.

[SPECIAL TO THE JOURNAL.]

TAUNTON, Feb. 11.—In the superior court this morning Edward Barlow of New Bedford pleaded not guilty to keeping intoxicating liquors with intent to sell on and before July 12th last. For the commonwealth several special police officers testified to having watched Barlow's [illegible] window of a building near by. They saw numerous men at various times enter Barlow's place, sometimes going in through the barn in the rear and sometimes by a side door. They would stay a little while and then go away, frequently quite drunk, and sometimes carrying pails or jugs.

On July 12th a squad of police raided the place, which combines a boarding house, a grocery and a livery stable, and found three men in the kitchen and two women in another room. On a table was what the officers claimed to be ale and ginger beer. [illegible] Stoddard. James Hartley and others testified to being present when the raid was made, being boarders at the place. The liquor was hop beer and ginger ale, and was not paid for. They claimed the police made no examination sufficient to tell what sort of liquor the stuff was. Sutton in three months stay there had never seen liquor sold or ordered. The party had the hop beer in honor of Mrs. Barlow's birthday.

Both sides submitted the case without argument. Judge Hammond in charging the jury went into the details of the liquor law to a considerable extent, as the trial of these cases is just beginning.

Verdict not guilty. T. F. Desmond for defendant.

Matthew Hyland was placed on trial for illegal sale of liquor and for keeping with intent to sell. Jas. Brown for defendant.

SALE OF "CHOICE JAPS."

Henry Slocum Tells How [illegible] Young Girls is Carried On.

[SPECIAL TO THE JOURNAL.]

CHICAGO, Feb. 11.—Henry Slocum, a resident of Pekin, China, now at the Palmer House, tells of a recent experience he had in San Francisco. He was invited by an acquaintance to attend a "sale of choice Japs," and supposing by this that bric-a-brac and art works was meant accepted. On the day appointed he accompanied his acquaintance to a room on the second floor of a building in the northern district. A platform was at one end of the room, and there were present a large number of young and old men and disreputable women. Sixteen Japanese girls, ranging from fourteen to eighteen years of age, were brought onto the stage and auctioned off at prices which run from $40 to $100. These girls were imported for immoral purposes, and Slocum says such sales are held nearly every month.

500-TON BARGE LAUNCHED.

Work Now Being Carried On at Mystic Ship Yards.

[SPECIAL TO THE JOURNAL.]

MYSTIC, Conn., Feb. 11.—A big barge was launched at the government shipyards at Mason's Island yesterday morning at 10.30. The barge slid down [illegible] ways gracefully and the launch [illegible] successful. It is of about 5[illegible] and will be used in ce[illegible] provements in rive[illegible] vided for at the [illegible] A number [illegible]

[illegible], and he is not the proper person to intrust a daughter's happiness to."

I slapt the old gentleman on the shoulder, and said, "You're right! You're one of those kind of men—you are——"

He wheeled suddenly round, and in a indignant voice said, "Go way—go way! This is a privit intervoo."

I didn't stop to inrich the old gentleman's mind with my conversation. I sort of inferred that he wasn't inclined to listen to me, and so I went on. But he was right about the umbreller. I'm really delighted with this grand old country, Mr. Punch, but you must admit that it does rain raypher numerously here. Whether this is owing to a monerkal form of Gov'ment or not, I leave all candid and onprejudiced persons to say.

William Shakspeare was born in Stratford in 1564. All the commentaters, Shaksperian scholars, etsetry, are agreed on this, which is about the only thing they are agreed on in regard to him, except that his mantle hasn't fallen onto any poet or dramatist hard enough to hurt said poet or dramatist much. And there is no doubt if these commentaters and persons continner investigatin Shakspeare's career, we shall not, in doo time, know anything about it at all. When a mere lad, little William attended the grammer school, because, as he said, the grammer school wouldn't attend him. This remarkable remark, coming from one so young and inexperiunced, set peple to thinkin there might be somethin in this lad. He subsequently wrote "Hamlet" and "George Barnwell." When his kind teacher went to London to accept a position in the offices of the Metropolitan Railway, little William was chosen by his fellow pupils to deliver a farewell address. "Go on, sir," he said, "in a glorious career. Be like a eagle, and soar, and the soarer you get the more we shall all be gratified! That's so."

My young readers who wish to know about Shakspeare better get these vallyable remarks framed.

I returned to the hotel. Meetin a young married couple, they asked me if I could direct them to the hotel which Washington Irving used to keep.

"I've understood that he was onsuccessful [illegible]lord," said the lady.

"[illegible] understood," said the young man, [illegible]ted up."

[illegible] was a stranger, and hurried away. [illegible]m my country, and ondoubtedly a thrifty [illegible]e well somewhere in [illegible]ylvany. It's a common thing, by the [illegible], for a old farmer in Pennsylvany to wake up some mornin and find ile squirtin all around his back yard. He sells out for 'normous price, and his children put on gorgeous harness and start on a tower to astonish peple. They succeed in doin it. Meantime the ile it squirts and squirts, and Time rolls on. Let it roll.

A very nice old town is Stratford, and a capital inn is the Red Horse. Every admirer of the great S. must go there once certinly; and to say one isn't a admirer of him is equiv'lent to sayin one has just about brains enough to become a efficient tinker.

Some kind person has sent me Chawcer's Poems. Mr. C. had talent, but he couldn't spel. No man has a right to be a lit'rary man onless he knows how to spel. It is a pity that Chawcer, who had geneyus, was so unedicated. He's the wuss speller I know of.

I guess I'm through, and so I lay down the pen, which is more mightier than the sword, but which I'm fraid would stand a raypher sim[illegible] chance beside the needle gun.

Adoo! Adoo! ARTEMUS WARD.

The Romance of Croquet.

[From Punch.]

"You told me," said my romantic young friend to me, "that I should have lots of opportunities of saying sweet things to—to—Her." I pointed out to him that he had had numberless opportunities at croquet. He had not seen it. I gave him some hints, and he owned himself perfectly astonished at the facilities afforded for serious flirtation by this admirable game. "Give me," he exclaimed, "a croquet party, and the object of my affections, and my success is certain."

For the benefit of fluttering flirters I carefully observed the game, and present the following account, dramatically rendered, to the notice of young ladies and gentlemen, in order that they may know the difficulties to be encountered in the pursuit of the interesting science of out-of-door-flirting-in-croquet-company.

Energetic Croquet Player (who gets up the game, and who means "the game, the whole game, and nothing but the game"). Now then! Sides! Here Potty!

[To Romantic Young Man, who being inclined to corpulence, was, when a boy, called "Potty" at school.

Romantic Youth (thinks to himself). I wish to goodness he wouldn't call me Potty (looks furtively to see if Miss Gertrude Linnit noticed it; is satisfied that she didn't, and answers briskly,) Yes!

Energetic Player. You'll take Miss Dowdy for a partner.

[Miss Dowdy, a maiden lady, age uncertain.

Romantic Youth (thinking it's just like his luck, becomes suddenly glum). Oh! Very well.

Miss Linnit (with a sweet smile). Whose side am I on?

Energetic Player. Oh? You're my partner.

[Romantic Youth sees an opportunity lost: he might have said something with deep meaning about "being partners." He puts his mallet under his arm like an umbrella, and regards Miss Gertrude with melancholy.

Miss Dowdy (with such a look). We're partners, Mr. Prinkle.

[The Romantic Youth's name. He bows, and wishes Miss Gertrude would look at him, and see how wretched he is.

Energetic Player (to two others). You'll play, won't you? and we'll have three a side.

[The two new ones are a chatty gossiping-looking Young Lady and a Comic Man with a reputation in his part of the country.

Young Lady (Miss Wilson). With pleasure. But I'm afraid you'll find me rather what Mr. Rummal (the Funny Man) would call "a muff."

[This leads to a little laughing and talking.

Romantic Youth (who has managed to sidle up about as quickly and mysteriously as the Ghost in the "Corsican Brothers" to Miss Linnit's side). I wish we (finds that his voice has almost disappeared)—Ahem! (Clears his throat, but still finds that his undertone, in which he intends to say his sweet things, is uncommonly gruff). I wish that we were (struggles with his throat) partners. [This last word sinks altogether.

Miss Linnit (looking straight at him with "those eyes," and speaking, he thinks, unnecessarily loud.) What?

Romantic Youth (feeling that he'd better not be too precipitate, and trying to adopt a tone somewhat below her's, and above his former one)—I said, I wish that—(suddenly changes the entire phrase,) that we were playing together.

Miss Linnit (a little disappointed, perhaps, but not showing it)—Oh! Yes, I wish we were. [Laughs and looks toward the other players.

[Romantic Youth, experiencing some difficulty in selecting the best things out of the lot he's got to say, is silent. He has just hit upon a commencement when—

Energetic Player—Now, then, Potty! You begin.

Funny Man (much amused)—Potty! Who's Potty?

[Energetic Player loudly explains while Romantic Youth is taking aim. Romantic Youth, missing his first hoop and feeling that he is not showing to advantage, becomes depressed.

Miss Linnit. My turn? (Discovers dainty ankle, pretty little croquet shoe and stocking.) Am I to go here? (Funny Man instructs her. Romantic Youth thinks him officious.) May I hold it like this? (Energetic Player explains to her the best mode of grasping the mallet. Romantic Youth would have liked to have interfered, but has nothing to say on the subject.) I hope I shall have better fortune than Mr. Prinkle. (Looks coquettishly towards Romantic One, who smiles grimly as if the world and its pleasures were naught to him now. She plays and makes her first hoop triumphantly!) There!

Funny Man. Potty's potted, eh?

[General laugh, in which Romantic Youth is obliged to join, and wishes that the Red Sea, or something, would sweep all funny men off the face of the earth.

Romantic Youth (as the game progresses, sees Miss Linnit standing apart by her ball, and gradually gets up to her side, in the "Corsican Brothers" Ghost style as before). You've been croqueted out here?

[He tries to remember what the dickens it was he had arranged to say.

Miss Linnit (looking straight at him, and understanding all about it at once). Yes. Very unkind, wasn't it?

Romantic Youth (absently). Yes.

[Doesn't see that her remark leads to anything, and thinks he's wasting time. Miss Linnit thinks so, too.

Energetic Player (interrupting some stroke in the middle of the ground). I say, when two balls are kissing, you know, you can't——

[Explains what you can't, &c.

Romantic Youth (hazily seeing an opportunity, says in an undertone,) I didn't know that (feels his throat getting hot, but continues) there was kissing allowed at this game.

[Looks at her tenderly. As there's a powerful sun, he finds that a couple of seconds of fixed gazing makes his eyes water. He averts them, and is conscious of blinking unromantically.

Miss Linnit (who won't follow suit, says carelessly). Didn't you?

Romantic Youth (feels inclined to say, angrily, "No, I didn't," but substitutes, in a plaintive tone) I've been longing to see you for——

Is going to add, "the last three days," when—

Energetic Player (unconsciously). Now then, Two Blue (that is, Miss Linnit) it's your turn.

Miss Linnit (not approving of too powerful a demonstration in public). Oh, I beg your pardon, I'm sure.

[At once hits her ball sharply, and walks after it.

Romantic Youth (looks after her bitterly, and wishes that he hadn't wasted his time in talking about croquet instead of saying something to the point. Sighs.) Ah!

Funny Man. Now then Potty, show us what you can do. (Romantic youth wishes he might show him what he could do, and then misses an easy stroke.) Oh, bad luck!

[General laugh. Romantic One thinks what a conceited ass that fellow is.

Chatty Young Lady. I'm afraid I can't do this stroke without spooning. May I spoon?

Funny Man (loudly). You mayn't spoon alone.

[A titter. He laughs heartily at his own wit. Romantic Youth sees a real opportunity gone, and hates Funny Man.

Energetic Payer (at the winning end of the ground.) Now, I'm a rover!

Miss Dowdy (with the slyness of an uncertain age, to Romantic Youth). I'm afraid that's the character of many gentlemen.

Romantic Youth (wondering what right she has to talk like this). What! A rover? (Determines not to give her any encouragement.) Oh, yes.

[Looks with envy towards Miss Linnit, who is making most successful hits under the personal superintendence of the Funny Man.

Miss Dowdy (sentimentally). Croquet's very lifelike.

Romantic Youth (feeling uncommonly matter-of-fact). Is it?

Miss Dowdy. Ah! You've no poetry, I'm afraid. Don't you recollect those beautiful lines—

Funny Man (shouting). Now, Potty, no "spooning." You must come and play your stroke.

Miss Dowdy (simpering). Spooning! How absurd, to be sure.

[Miss Linnit enjoys the joke. Everybody does. Romantic Youth hates everybody for the rest of the game.

From which it may be seen that your party must be carefully chosen, if the "opportunities" are to be made satisfactorily available.

—At the spiritualists' convention at Providence, a poetical communication from the spirit of Andrew Jackson, ex-President of the United States, was recited by Sanford B. Swan, "impressional medium." We had never heard that General Jackson was celebrated for his poetry, and perhaps this may be accounted for by the following specimen:—

"Friends of freedom awake!
All that's dear is now at stake;
Gird on your arms for the fight,
Thus all with you will be right.
God, thus far, has crowned you with success;
Deal justly and he will you bless
With victory o'er the rebel host.
His angels will chase them from your coast.
Tennessee, where my bones do lay,—
Which long for victory did pray,
Today, in God's name, can shout,
Knowing their rebel foes are driven out.
Grant, who never did surrender,
He, with veteran troops, came in splendor
To Chattanooga's bloody battlefield,
Where he made Bragg to quail and yield;
His rebel columns are now broke in twain,
While Longstreet did yield in pain.
They say, to fight the Yank there is no fun—
Look up, friends of freedom, behold them run.
Old Hickory, the lover of the free,
Has not forgot the old Liberty Tree
Which I, Jackson, helped protect and train
In days that tried our souls with pain.
Today the heroes of Seventy-six and Twelve
For this blest Union work and delve;
Like the angels of God of old,
We are in your midst, firm and bold.
Let this truth have place within your head,
I, Andrew Jackson, live—and am not dead;
By God's permit we'll chase away the night.
Slavery, the top and bottom of this fight,
From the sunny South shall withdraw,
Where the old snake, Secesh, his length did draw.
At New Orleans, my old battlefield,
Where I made Lord Packingham to die and yield;
There I, with brave Butler and Banks,
Did help to break the rebel ranks.
Sons of this Union! in God be strong,
This day of trial will not be long.
You have now got the monster by the hip;
Jeff's kingdom begins to tip.
Stand shoulder to shoulder against the wheel,
Davis and his cabinet begins to reel.
Rally, sons of freedom, from hill and valley,
Gird on your arms—no longer dally.
Victory, all glorious is at your door,
Go to the battlefield by thousand score;
Jeff Davis, like Belshazzar of old,
Trembles in his shoes and feels his soul.
Bury the arch-traitor in darkest night;
Let none of his spawn live this Union for to blight
By the eternal, if I had been President in the fight
I would have made them feel the hemp and gallows

REMEDY FOR KICKING COWS.—I had a kicking heifer—a perfect kangaroo. I tried moral suasion—no use; then retaliation—when she kicked, I kicked;—she grew worse and I no better; I then "tied her up," but that didn't affect her hind legs—she spilled her milk—she jammed the pail—she rapped my shins. I was then advised to take up one fore-foot and slip a short strap over her knee, so as to compel her to stand on three legs, being "tied up," of course. This done, cut your nails, and milk at your leisure. She can't hurt you, and will "come to her milk" and give up kicking.—[J. J. Watson, in N. E. Farmer.

An Accommodating Judge.

The following story, only the concluding portion of which we give, is told of Judge J——, of Jackson, Texas, and John Ro fe, a backwoodsman. Rolfe—a tall hunter, dressed in deerskin, and armed with a revolver, rifle and bowie knife—visits Jackson, calls on the Judge at his residence (with the narrator), and thus relieved his mind:

"You see, Judge, early day before yesterday morning, I started for this place, and, as I wouldn't chisel, I went without eating the whole day. I slept in the woods, and yesterday morning I got up as hungry as a panther; and, as I walked along, thinks I, what am I to do? I never see game so scarce; there wasn't so much as a squirrel to be found. I'm above cheating any man out of his dinner; but I felt that a dinner I must have. Just then a fellow comes riding along the road. I talked to him, and tried to borrow, swearing to pay, at place he might name, in a week; but the critter told me he paid his way out of his own pocket, and he'd too little to divide.

"How much have you got? says I."

"'Two fifty,' says he"

"Now, thinks I, that is too little to divide. So, while he is looking another way, I shoots him through the head, and gin him as decent burial as I could under an old log, and took the two dollars and a half. But it won't do; my conscience misgives me. I'm sorry for it, and wish the fellar had his money back, if he could be a ive. Between you and me, as it is late for that, I think that I ought to be hung."

The Judge called his little black boy, ordered pipes and three papers of tobacco, and we smoked in silence.

"Then you really think you ought to be hung?" he said, with compassion, as he whiffed a cloud of smoke toward the ceiling.

"I do, in fact," answered Rolfe, emitting a similar volume of vapor.

The Judge smoked, and considered again.

"Well, we'll try to hang you," he added.

There was an expression of gratitude in Rolfe's eye, as he replied:

"Thank you. That will ease my conscience."

The Judge again knocked the ashes from his pipe, and spoke:

"Well, come here in half an hour. I'll try to get a jury."

Rolfe and myself, laying our pipes on the table, were aoout leaving, when the Judge asked us to take a drink, which having done we bade him good morning.

At the expiration of half an hour, we returned, when he found some twelve men drinking and smoking with the magistrate, awaiting us. We were politely requested to sit down.

"Now," said the Judge, addressing himself to Rolfe, "tell these gentlemen what you have already told me."

Whereupon Rolfe repeated the statement he had before made.

"Now, gentlemen," continued the first speaker, "I wish to say, if this gentleman—Mr. Rolfe your name is, eh? well, there's some fine old brandy; make yourself perfectly at home—whether, gentlemen, you find John Rolfe guilty, or not guilty of murder. In addition to what he said, I will observe for your information, that I have sent out and found the body just where he stated it to be."

The jury smoked, rose up, took a little brandy and water, and then sat down again, and smoked in silence for some time. At last one of them, who appeared to be the foreman, said:

"The case is tolerably clear, and we rather think he's guilty."

"There's more tobacco on the table," said the Judge to Rolfe, "the best you can find anywhere. You have heard what these gentlemen have said. Well," he continued, a little uneasily, "I don't like to tell you in my own house; but"—

"Let there be no hindrance," said Rolfe filling and lighting his pipe.

"Well, then," continued the Judge, "come here at ten o'clock to-morrow morning, and I'll have you hung."

Rolfe looked disconcerted, and appeared mortified at the idea of asking a favor.

"You—you have been so kind to me," he said, hesitatingly, "that I hardly like to ask you for anything more."

"Not at all," replied the Judge. "Out with it; you are welcome to it before you ask."

"Well," said Rolfe, "I wish—to-morrow is my ague day, and the shakes come on at ten—*would you be so good as to hang me at nine?*"

"*With the greatest pleasure,*" answered the goodhearted Judge, shaking Rolfe by the hand. "Nine it shall be."

Accordingly John Rolfe went to the inn, paid his bill, and the next morning was hung as the clock struck nine.

THERE are three kinds of men in the world: the Wills, the Won'ts and the Can'ts. The first effect everything. The others oppose everything. "I Will" builds our steamboats and railroads. "I Won't" don't believe in experiments and nonsense, while "I Can't" grows weeds for wheat, and commonly ends his days in the slow digestion of bankruptcy.

EPITAPH ON A WATER-DRINKER.

Here lies Ned Rand, who on a sudden,
Left off roast beef for hasty pudding;
Forsook old stingo, mild and stale,
And every drink for Adam's ale;
Till flesh and blood, reduced to batter,
Consisting of mere flour and water,
Which, wanting salt to keep out must,
And heat to bake it to a crust,
Moulder'd and crumbled into dust.

A Western soldier, who had been through all the campaigns and shared in many of the fiercest battles of the war, writes from his home, that "he never realized the horrors of war till he got home to Indiana and found his gal married to a stay-at-home dry-goods clerk."

When was beef-steak the highest?—When the cow jumped over the moon.

"Your purse, Tom," said an indulgent father to his spendthrift son, "reminds me of a thunder-cloud." "How so, father?" "Because it is always light'ning."

Connecticut has long been notorious for the facility with which it permits the marriage tie to be dissolved, and it gave occasion some years ago to a *jeu d'esprit* by an Episcopal clergyman of Hartford, which was privately circulated among his friends. He had opened the House of Representatives with a prayer, and found himself the spectator of an *unmarrying* process, so alien to his own vocation, and so characteristic of the Legislature of Connecticut, that the result was the following

IMPROMPTU.

For CUT-ting all CONNECT-ions famed,
CONNECT-I-CUT is fairly named!
I twain CONNECT in one, but you
CUT those whom I CONNECT in two;
Each legislature seems to say,
What you CONNECT-I-CUT away.

Little Bob begged hard the other day, when some friends were dining with us, to be allowed to come in and sit at the table during dessert, which I told him he might do, provided he neither talked nor annoyed people by asking for fruit. He very readily assented to this condition, which he honestly fulfilled to the letter. At last I heard the poor little fellow crying and sobbing most pitifully. "What is the matter, Bob?" I said. "What are you crying about?" "Why, pa," he replied, "here I am, asking for nothing, and getting it!"

THE THREE DEGREES OF COMPARISON IN MINING—Mine, miner, *minus*.

The art of economy is drawing in as much as one can, but unfortunately young ladies will apply this "drawing in" to their own bodies when they wish to avoid any thing like *waist*.

One of the readiest ways of contracting loose habits is to put a belt around your dressing-gown.

As the quickest way to make a fortune a contemporary suggests marrying a fashionable young lady and selling her clothes.

ONE WORD FOR YOU AND TWO FOR MYSELF.—In the debate in the House, a few days ago, on the League Island navy yard project, Mr. Thayer of Pennsylvania gave a hard hit to Mr. Brandagee of Connecticut, who was eloquent in support of the claims of New London:—

"Mr. Speaker," said Mr. Thayer, "in walking along D street yesterday, I saw a very singular sign. I was forcibly reminded by that sign of the speech of the gentleman from Connecticut. I ask the clerk to read it.

"The clerk read as follows:

"'NEW ENGLAND STORE—Established primarily for my own advantage and partly to promote the interests of my customers.'

[Great laughter.]

"Mr. Thayer—Now, Mr. Speaker, if you will strike out 'customers' and insert 'constituents,' I think you will have a pretty good description of the gentleman's speech. [Laughter.]"

"The true Irish Drama is thus arranged:—

"First take a comic Irishman with a large heart, strong muscles, great love of country and checkered life! Second, the good priest who makes a sermon and mixes a jug of whisky better that any one else from Skibbereen to Ballyporeen! Next, a rascally landlord or a base informer! Fourth, a cockney tourist or 'lord';—fill in the chinks with six red-coated soldiers and two dozen of the finest pisantry in the wurrald. For the carpenter scenes introduce a nate gurral and a crazy banshee or a lone widdy—either will do!

"The drama may then be laid out on the following plan:—

ACT FIRST.

"*Scene First.*—Ha, ha, ha! Does he think to, ha, ha! escape me! No, no! The lovely Eileen must and shall be ha! ha! ha! mine.

"*Scene Second.*—Sure an' its yerself's the purty gurral! Say, darlint, when are we to be married? (*kiss.*) Arrah! whisky and praties can't bate that onnyhow!

"ACT SECOND.

"*Scene First.*—Yes, she shall, she must be mine! Tomorrow night they meet at the Devil's Crag! I'll surround them! bear her off—and silence, ha, ha! forever—that meddling fool! ha, ha, ha!

"*Scene Second.*—Are yees all true to yure country, boys?—We are! hurroo! the grant above the rid! Wooroo! see that yees are ready tonight at the Devil's Crag, and we'll teach 'em, the dirty blayguards, the cowardly shapalpheens, to touch an innocent gurral!

"ACT THIRD.

"The Devil's Crag! Thunder and lightning. Bang! Whirr! Ha! the deed is done! Wurroo, be jabers is it? Ha, ha! Foiled—Perdition! Ould Oireland for ever!

"CURTAIN."

MR. GOUGH ON HABIT.—John B. Gough once lectured on the subject of "Habit." There is hardly a fault peculiar to poor human nature which Mr. Gough did not criticise with the satire which he exercises so powerfully. He began by urging upon his audience the habit of civility. He said sometimes we expected too much of this habit, more than ordinary mortals could possibly exercise. How very exacting, for instance, some people were with railroad conductors. He once sat in a railroad depot for an hour and watched how civil the railroad officials were, and the extent to which their civility was taxed. He listened to the following conversation between an intending passenger and the ticket clerk:

"Does the next train stop at Newton?"

"No, sir; it is the Express train."

"Don't the Express train stop there?"

"No, sir; it goes past."

"How much is the fare?"

"One dollar and twenty-five cents."

"When will the next train go that stops at Newton?"

"At 4 o'clock, sir."

"Why don't the Express train stop there?"

"Because it goes right through."

"Does it never stop there?"

"No, sir; never."

"Will the train that starts at 4 o'clock stop there?"

"Yes, sir."

"There's no danger of its going past without stopping, is there?"

"No, sir."

"It isn't the Express that goes at 4 o'clock, is it?"

"No, sir."

"Couldn't the Express train just as well stop as not?"

"No, sir."

"Why don't it?"

"Don't know, sir."

"Will this ticket take me to Newton"

"Yes, sir."

"Does the train stop anywhere between here and Newton?"

"No, sir."

"I couldn't get off anywhere for a few minutes, could I?"

"No, sir."

"What time does the train start?"

"Four o'clock, sir."

"It will be sure to start on time, will it?"

Clerk (angrily)—"Yes, sir."

Traveler—"Well, ye might be civil."

A GUN-BOAT AT LAST.—The Hawaiian Gover ment has made a step towards providing itself wi a gun-boat,—a thing much needed, and which wi no doubt do good service. It is the tug *Pele*, fitte out with masts, schooner rig, with sails and equi ments. She makes a very neat little craft her new dress, and needs only a small rifled gu of suitable calibre, to make her a complete gu boat. Then her commander, Captain Brown, c bid defiance to Captain Hanham, or any oth man."

THE LITTLE JOKER OUTJOKED.

We were recently the accidental witness of a scene, which had we the pencil of a Hogarth to delineate it, might almost of itself achieve for us an immortality. While taking our accustomed stroll along the levee, picking our way as best we might through the bales of merchandize, and the [illegible], with their mules and drays, engaged in removing it, our attention was suddenly arrested by a voice, seeming to come from the midst of an acre of cotton bales, closely packed on end, exclaiming,

"Wal, I swow, that's strange—why I seed it there as plain as day."

With much exertion we wormed our way through narrow crevices, left by the laborers in packing the bales, until we came in sight of a semi-circular opening, guarded from intrusion by being shut out from approach, except by a narrow opening on the side opposite that from which we obtained our view, through a crack made by unevenness between the bales. We were entirely invisible to the parties, while we enjoyed a fine view of their interesting operations.

Before us were two individuals, both apparently marked characters in their way, but somewhat dissimilar in outward appearances. One was a short, stout, and wiry-built personage, with an expression of countenance which would, perhaps, be described by the term sinister—the other, was a tall, raw-boned, broad-shouldered, hoosier-looking customer, was inducing his hoosierified little joker." As may well be guessed, the swindler's skill was making fearful inroads on the ready capital of the greenhorn, and the loss of a considerable stake had drawn from the latter the expression which had arrested our attention.

"Where's the little joker now?" asked the proprietor of that interesting article, with most imperturbable gravity.

"Wal, cus the varmint," replied his antagonist in the game, "I've heard tell that twas a long lane that hadn't no turn—stir the critter up a bit, and I'll go another V on it."

"Your luck may turn this time," said the other, "what say you to doubling the bet?"

The bet was doubled and doubled again, with uniform bad luck to the Hoosier, until at length a considerable roll of "eclkins" had found their way out of the Hoosier's pocket, and were most temptingly displayed on the sharper's knee.

"A cool hundred and fifty out," at length exclaimed the unlucky manipulator of the little joker, "I'll go you two hundred this pass and quit—win or lose."

The proposition was accepted; each party produced the cash, which was laid down between the parties, to await the decision of the ownership. The "critter was stirred up" again, to use the expressive language of the Hoosier, and he was again called upon to point out the particular acorn-shell under which the varmint had taken refuge. This time however, the Hoosier seemed to be laboring under some powerful excitement such as he had not before exhibited in the progress of the game. His eyes flashed with an expression of deep cunning we had not before noticed, and his whole frame seemed to writhe with excitement.

"Where is the little joker, now?" repeated the sharper, again, in his usual cold and imperturbable manner.

"Bain up a little more," said the [illegible], what say you?" said the sharper.

"[illegible]," exclaimed the Hoosier, as he [illegible] the sharper a tremendous blow on the temple with his brawny fist, which sent him sprawling, with his head wedged in between two bales of cotton on the opposite side of the circle in which their game had been carried on.

It may readily be imagined that "the gentleman from the country" lost no time in reimbursing his losses out of the funds his late antagonist had dropped in his fall, and the next glimpse we had of him, he had cleared the cotton bales, his coat tail [illegible] straight out behind him, and he was making tall licks for the that boat landing. I have bet higher on his making good than on his success in beating a little. It would be safe to guess that neither feel anxious to renew their game, if would meet again.

LITERARY INTELLIGENCE.—Shortly will appear by the author of *Prometheus Bound*, *Prometheus Half-bound*; to be followed by *Prometheus in Cloth with gilt edges.*

A certain landlady, it is said, makes her pies so light that her lodgers can see to go to bed without a candle after eating a moderate-sized piece.

Somebody describing the absurd appearance of a man dancing the polka, says, "He looks as though he had a hole in his pocket, and was trying to shake a shilling down the leg of his trowsers."

Snooks says the prettiest sewing-machine he ever saw was about seventeen years old, with short sleeves, low dress, and gaiter boots on.

TRUTH *vs.* FALSEHOOD.

There is a saying, strange to tell,
Though men in books have often stuck it—
It is, that Truth *lies* in a well.
If so, then Truth has kicked the bucket.

Why are books the best friends?—Because when they bore you, you can always shut them up without offense.

A noted itinerant preacher, once said of a grasping, avaricious farmer, that if he had the whole world inclosed in a single field he would not be content without a patch of ground outside for potatoes.

Why does the eye resemble a schoolmaster in the act of flogging?—It has a pupil under the lash.

An Emeralder, on admiring a beautiful cemetery, observed that he considered it a healthy place to be buried in.

The only pain that we can make light of—A window pane.

The lady whose peace of mind was broken intends to have it repaired.

Why is swearing like a ragged coat?—It is a bad habit.

A man may care,
And still be bare,
If his wife be naught;
A man may spend,
And still may mend,
If his wife be aught.

A clerical gentleman, who appeared before the gipsy sovereign, Queen Esther, with his third wife, was apostrophized thus by her: "Ah, Mr. Blank, ye're an awfu' waster o' women!"

They are fools who persist in being quite miserable because they can not be quite happy.

"Who's there?" screamed old Squire B——, roused from his first nap one bitter cold midnight. "Who's there?"

"Halloa, Squire!" was the reply. "We want to get married."

"You're ONE. And now be off with you," said the Squire, with emphasis.

SIR EDWIN LANDSEER'S MOTTO—Give a dog a good name and hang him.

Why are ladies like churches?—Because there is no living without them.

A punster says: "My name is Somerset. I am a miserable bachelor. I can not marry; for how could I hope to prevail on a young lady, possessed of the slightest notion of delicacy, to turn a Somerset."

A Chemical Joker thus alkalizes: "Some people say saleratus will not harm the stomach. It is a *ley*."

A newspaper contains the following: "Truth is crowded out of our columns this week."

An honest Irishman, observing the bearers of his wife's coffin beginning to trot, reproved them by calling out, "Asy, asy, ye thieves of the world; what for be ye making a toil of pleasure?"

"My 'pinion is," said a philosophical old lady of much experience and observation, "that any man as dies upon washin' day does it out of pure spite."

"What are you about with my microscope, George?" "I've been shaving, father, and I want to see if there are any hairs in the lather as yet."

Br schr Forest Oak, from Boston to Yarmouth, NS, when about 30 miles from Yarmouth, 14th inst, ran against a whale with such force as to knock the foremast nearly out. The schr was at the time running at a speed of over seven knots, and the whale was not seen until a moment before the collision. The schr passed over the whale, which must have been killed by the shock, as a mass of oil immediately appeared on the surface. Whilst the repairs rendered necessary by the collission were being made, after the arrival of the vessel in port, a strip of the skin of the whale was found attached to the foremast.

CLEANLINESS.—A preacher, whose text led him to speak of the prophet Jonah, among other things, said:—

"I am of the opinion that Jonah was a cleanly old man, neither smoking nor chewing, from the fact that the fish retained him so long in his stomach. If the fish had swallowed the house where we are worshiping, he would no doubt have vomited himself to death."

SIMILES.

To what shall I liken my love for thee?
To the measureless sky, the boundless sea?
Verily no,
It is not so!
The sky is not ever so clear and bright,
But oftentimes clouded and dark and black,
As if the bright sunshine would never come back.
Such is not my love for thee!

My love never changes, 'tis always free
From the cloud of fear or uncertainty.
No storms arise
To dim its skies,
Which are ever bathed in hope's deep blue;
And happiest fancies like sunbeams play
On its shadowless bosom night and day.
And such is my love for thee!

I would not compare my love to the *sea*,
That emblem of fitful inconstancy.
Now raging here,
Now rippling there;
It can not be trusted for long, I trow.
Besides you can fathom it, know its breadth,
And take the hid treasures out of its depth.
Such is not my love for thee!

But the *ocean* of love within my breast,
Is a raging storm which is never at rest,
Boundless, endless,
And fathomless.
Nothing can calm it or take it away,
The waves dash high, but the tide of Time
Can never affect this sea of mine.
And *such* is my love for thee!

HUMORS OF THE DAY.

SEASONABLE TRANSLATION.

LENTUS IN UMBRA—Under a lent umbrella.

AMUSEMENT FOR YOUNG LADIES ON A WET AFTERNOON.—Knitting their Eyebrows.

TO A CORRESPONDENT.—A gentleman troubled with a short memory having acquired the bad habit of turning down a leaf of a book so as to remember where he left off, writes to say that he never can recollect a street that he's only been in once. How is he to remedy this defect? Very simply: let him do as he does with his books, turn down a corner.

QUESTION TO A WORKING GARDENER.

"Of all your trees which yields most fruit?" Says he,
"Sir, the best fruits come from my *Indus-tree*."

A COURSING CONUNDRUM.—When is a greyhound not a greyhound?—When it turns a hare.

SCRAGGY.—Miss Martineau is supposed to have counseled the Ballet to prudence in her excellent work, *Mind among the Spindles.*

A gentleman had conferred a favor on a friend, an undertaker. Says the latter: "Brown, I am under great obligations to you, and allow me to say that your kindness is keenly appreciated, and I hope I may be able to do you a good turn some day or other. If you ever want a coffin call on me. I should be happy to bury you or any of your family at short notice, at greatly reduced rates." His friend retired, satisfied that the undertaker had an eye to business, and was not lacking in gratitude.

Gentlemen who smoke allege that it makes them calm and complacent. They tell us that the more they fume the less they fret.

Speaking out in Dreams—A correspondent of the Richmond *Despatch*—a remarkably good paper for its size, by the way—tells the following in a letter from one of the Springs: An amusing incident occurred in the cars of the Virginia and Tennessee road, which must be preserved in print. It is too good to be lost. As the train entered the big tunnel, near this place, in accordance with the usual custom a lamp was lit. A servant girl, accompanying her mistress, had sunk into a profound slumber; but just as the lamp was lit she awoke, and half asleep, imagined herself in the infernal regions. Frantic with fright, she implored her Maker to have mercy on her, remarking, at the same time, "the devil has got me at last." Her mistress, sitting on the seat in front of the terrified negro, was deeply mortified, and called upon her, "Mollie, don't make such a noise; it is I, be not afraid." The poor African immediately exclaimed, "Oh, missus, dat you; jest what I spected; I always thought if I ebber got to de bad place, I would see you dar." These remarks were uttered with such vehemence that not a word was lost, and the whole coach became convulsed with laughter.

POETRY.

(ORIGINAL.)

To Misthress Pele, at the Volcaner.

FROM BARNEY CASEY,

Oh, it's soaked the skin,
Both widout an' widin,
An' baten an' poundhed until I'm a jelly.
I have rud all the way
Up from Helo this day,
Jest to make my obejiance to you, Misthress Pele.

An' now that I'm here,
Misthress Pele, my dear,
I'll swear to ye ma'am, by the Kays of St. Pater,
That I've niver before
Sence I left Erin's shore
Incounthered the *half* of so lovely a Crater.

Take *you* on the whole,
An' ye are, 'pon me sowl,
Most complately the equal of one Biddy Shane,
Who, plaze God, is livin'
Wid the Widdy McGivin
This night, in my own native town of Killane.

Shure, if Biddy was *here*
She'd be jealous, I fear,
For although her *own* blushes are very inticin',
On the faith of a man,
I don't think she can
Make 'em *powerful* enough to light up the *kortsin.*

Misthress Pele, I say,
You wud *there* win the day—
But hark to me, darlin', indade I'm not jokin'—
By the Big Powers of Mud!
But it's Biddy as wud
Make ye *black in the face* an' ye bate *her* at *smokin'*

An' thin I'm a thinkin'
That as for the *dhrinkin'*,
(For I twig you've a Dhrop of the Crater in store)
It's that same Biddy Shane,
An' you'll call it *Potane*,
As can lay ye blind dhrunk an' thin *whistle* for more

I hear, Misthress Pele,
From my frind—Michael Kelly—
That at times ye're a ragin' an' rantin' an' bilin'—
But I'm shure ma'am, to-day
Ye're not taken *that* way,
An' Biddy herself couldn't look half so smilin'.

An' it's not *too* much throuble,
Gud ye kick up a Dubble—
For I'd just like to know ere I lave yer domane,
If there is a *livin' bein'*
I can have the luck o' seein',
That can bate at a rumpus my own Biddy Shane.

[For the Mercury.]

THE PULPIT, THE FORUM, AND THE JAIL.

MESSRS. EDITORS:—Edgartown is a pleasant place in Summer, a windy one in the Spring and Autumn, and a dreary one in Winter.

Strangers go as the Winter comes, and the good people of the village are obliged to husband their own legitimate resources for profit and amusement.

If a superabundance of young ladies is a possibility, that possibility exists in Edgartown, and it therefore happens that *husbanding* is with them a matter, at least, of serious importance.

It is a fact, which the records will verify, that boys are sometimes born in this ancient village, but the pity is that a majority of them, like ducks, take to the water, while most of the minority leave their island home when their hearts are yet their own, and seek their fortunes on the main land.

And thus it is that the young ladies do not find a home market for their hearts and hands, but are largely dependent on foreign demand.

We know this is a commercial way of speaking, and as that method implies accuracy of statement, we are bound to add that nowhere under the broad canopy of blue can a foreign demand be supplied with better material than at this village by the sea.

"Well, then," continued the Judge, "come here at ten o'clock to-morrow morn-

---

An Accommodating Judge.

It is a trite saying, that human nature is the same all over the world,—the same in Paris as on Martha's Vineyard.

It is in accordance with nature, that young ladies should get married, hence it is natural that they should desire a matrimonial alliance, and it is almost inevitable that what young ladies desire they *will* have.

When we find men, with beef-steaks under their waistcoats, having charity enough to cover the hungry thief who has stolen a loaf, we shall expect to find young ladies, surrounded by a galaxy of beaux, speaking kindly of their sisters on the Vineyard who are compelled, by the natural necessities of their situation, to take the initiative sometimes, and oftentimes to render their conquest too easily won.

These crude ideas, incongruously grouped, have thus far impeded our way, and may or may not be considered as preliminary to a recital of the following facts:

On a dismal Winter's day, about six years ago, a fishing schooner entered the snug harbor of Edgartown.

Such an arrival in these quiet waters was of daily occurrence, and this particular one, therefore, excited no special attention, till it was discovered that the vessel brought, not only fish and fishermen, but a young clergyman, a Baptist minister, who had been *smacking* it for his health.

The clerical gentleman, besides his profession to recommend him, had youth, celibacy, curly hair, and a persuasive speech. Within a hour, the announcement of his arrival had reached the ear of every young lady in the village; expectation was on tip-toe, and hearts "knocked against the use of nature."

Leaving the vessel and the "poor fishermen," the young apostle had hardly gained a footing on this new Patmos before he was invited to preach; and preach he did, not once only, but repeatedly, day and evening, and the crowds that rushed to hear him were always greater than the capacity of the house where he spoke.

His eloquence was of the impassioned, hifalutin school, and he did but open his mouth and the air was filled with beautiful, prismatic bubbles.

He was compared to Beecher, Chapin, and Spurgeon, by those of his hearers who had never heard either of those gentlemen.

The fishing schooner sailed, but the minister did not. He lingered to enjoy the entertainments, the series of ovations instituted in his honor, and to preach and pray.

The young divine was perplexed in making a choice from the panting hearts around him, but he did not long hesitate; he selected from among his admirers a beautiful girl who had not yet lived her sixteenth summer, although she had all the sweetness incident to that interesting period. She was the daughter of a highly respectable shipmaster, who had retired from the sea to enjoy the remainder of his days in the bosom of a happy family. The marriage was solemnized with unusual pomp, the heart of the community palpitated, and blessings innumerable followed the happy pair as they left "the fast anchored isle" for a home in that till-recently-undiscovered country known as New Jersey.

How they lived, and how they fared, nobody knew, (although everybody cared) until it was whispered about, that certain people, among whom were his parishioners, had discovered that preaching the gospel was not our hero's forte: but this, however, was stoutly denied by his partner's friends, and so the public mind remained unenlightened for quite a period. But most opportunely Fort Sumter was fired upon, and almost simultaneously with that eventful bombardment the young apostle donned a military suit, and dawned upon the vineyard in a glittering array of brass buttons.

"The true Irish Drama is thus arranged:—
"First take a comic Irishman with a large heart,
[illegible] and checker[illegible]

The clerical Mars looked and talked as though he was quite equal to any "imminent deadly breach" that could be readily imagined. He was to be the Leonidas of some new Thermopylae, and was impatient to see the Thermopylae.

So impatient, in fact, did he become that, not waiting for a battle field, he sallied forth to a neighboring beach, and there (accidentally) shot his brother-in-law, who was a lad of tender years, and strictly loyal.

The lad recovered of the wound, the martial spirit it was that died; and our Reverend soldier, although he still wore the uniform, and left the Island to "take the field," went not to the field of strife, but to pacific Boston, where he began the study of the law.

He poured over the calf skins for two years, and then went to California.

Arriving at San Francisco he represented himself as "the gallant Major F—, who was by the side of California's lamented son, Col. Baker, when he fell on the bloody field of Ball's Bluff,"—that he was "an eminent member of the legal profession, and had been for ten years clerk of the Supreme Court of Massachusetts!" &c., &c.

But he did not remain in the Golden State long enough to reap the full reward of this high-sounding introduction, as, in less than a year, greatly to the mortification of his wife and her family, who had hoped they were permanently rid of him, he returned to Boston, and, coming during the recent political canvass, his arrival was first heralded by the newspapers which reported that "Col. F—, late of California, will address the meeting," &c., &c.

He spoke frequently at political meetings and was always introduced and reported as "Col. F— late of California." While haranguing a crowd at one of the Faneuil Hall "out-side" meetings, he spoke with much apparent pathos of seeing "thirty of his brave fellows lying dead, through the imbecility of George B. McClellan!"

The Courier, at least, would have been in ecstacies had it then known the true history of "Col. F— late of California."

The next chapter in the career of this audacious charlatan we find in the Boston Journal of December 29th, 1864, which reads as follows:

A LAWYER CHARGED WITH LARCENY.—A case involving but a small sum of money, but of unusual interest to members of the legal profession as well as to clients, was tried in the Police Court to-day, and developed the following facts:

The complainant was Mrs. Mary J Nolan, and the defendant is George G. Furguson, who is charged with stealing $13 from Mrs. Nolan. She testified in substance that yesterday noon she came to the Court House with $13 in her hand for the purpose of paying a fine and costs amounting to $12 85, which had been imposed on a boy, who was her relative; that finding the door to the Court room locked, she was waiting in the entry for the Court to open in the afternoon; that while waiting, Furguson approached her and inquired whom she wished to see, to which she replied that she wanted to pay a boy's fine. "Oh, yes," said Furguson; "you are the lady that I was spoken to about, let me have the money, and don't be impatient while I go and get him out." Mrs. N. handed Furguson the money, and did not see him afterward until she saw him in Court to-day. Mrs. Nolan further testified that she never saw Furguson until she met him at the Court room door, and that he commenced the conversation.

After his arrest, Ferguson was searched and $13 in bills answering the description of those handed him by Mrs. N. were found upon, and no other money.

Ferguson cross-examined Mrs. N. to the best of his ability, but she did not vary her testimony in the least.

In his defence, Ferguson boldly stated that he met the lady in the entry—that

dexterous pickpocket never fears a crowd, for he can easily *pick* his way through it.

The officiating clergyman at the marriage of a deaf and dumb couple, wittily and gallantly wished them unspeakable bliss.

At a Printer's festival lately, the following toast was offered: "Woman—second only to the press in the dissemination of news!"

A clergyman said in a recent sermon, that the *path of rectitude* had been travelled so little of late years it had completely run to grass.

An agricultural society offered a premium for the best essay on irrigation. By mistake it was printed irritation, whereupon an honest farmer sent his wife.

A young lady lately appeared in male attire at St. Louis, and one of the editors says that her disguise was so perfect that she might have passed for a man had she had a little more modesty.

"A penny for your thoughts, madam," said a gentleman to a pert beauty.

"They are not worth a farthing, sir," she replied; I was thinking of you."

"Illustrated with cuts!" said a mischievous young urchin, as he drew his knife across the leaves of his grammer. "Illustrated with cuts!" repeated the school-master as he drew his rattan across the back of the mischievous urchin.

"Father," said a roguish boy, "I hope you wont buy any more gunpowder tea for mother."

"Why not?"

"Because every time she drinks it, she blows us up."

"Go to bed, sir, immediately."

An old darkey in Petersburg, Va., recently was heard talking on 'Freedom.' He was giving advice to his 'colored bredren,' and said, 'Stay wid your massa and work, he'll feed you and clode you, but you cum to town, and get s freedom, 'tis like Confederate money, de more ye hab, de wuss it is."

Dentist to his patient: "Hem, very odd, I must have made some mistake; there's nothing the matter with this tooth. Never mind, I'll try again. Of course, I wont charge you for pulling more than one of them, no matter how many I take out."

An old gentleman was sitting upon the brink of a river, fishing most patiently. Suddenly a vicious little dog stole up behind him, and gave him a spiteful snap through his pantaloons.

"Whew!" exclaimed the old fisherman, "I've got a bite at last."

Uncle John Morris was a chronic toper. One day while returning from the tavern, he found locomotion impossible, and brought up in the corner of a worm fence, where he remained standing. He had been there only a few minutes, when the minister came along.

"Uncle John," said he, "where do you suppose you will go when you come to die?"

"If I can't go any better than I can now, I shan't go anywhere," replied Uncle John.

(JANUS)

GOOD LUCK.—The whaleship [redacted], Capt. Frank Smith, arrived last week, five months from New Bedford, having taken two hundred barrels of sperm, worth as the market stands now, our twelve thousand dollars. 18 Honolulu May 9th

A TEETOTALER.—Capt. John H. Pease, of Edgartown, who has performed sixteen whaling voyages, and was proprietor of the Ocean House in that town for several years, never drank a glass of liquor, chewed tobacco, or smoked a pipe or cigar in his life. There are not many sons of the ocean, we will venture the opinion, who can present such a record of total abstinence as this.—*N. B. Standard.*

The laying of the American cable is ominously called a great *undertaking*.

Why is a doctor like an auctioneer? Ans. Because the *articles* that he handles are continually *going—going—going*.

The statement that Secretary Stanton has regulated the number of shirts Jeff Davis shall wear per week, will probably be officially denied.

The Springfield Republican says the cow that drank eighteen gallons of whiskey recently in Troy has been furnishing her owner with milk punch ever since.

An old lady wants to know, if the compass has a needle of thirty points, how long it would take a woman with such a needle to make a shirt.

Never look at the girls. They cant bear it; they regard it as an insult. They wear their feathers, furbelows and frills, merely to gratify their mammas—that's all.

An Irish dragoon, on hearing that his widowed mother had married since he quitted Ireland, exclaimed, "Murther! I hope she wont have a son oulder than me: if she does I shall lose the estate."

Some malicious fellow, without the fear of the fair sex before him, has penned the following: "Eve did not know as much as some of her daughters of the present day. Had they been in her place instead, they would have deceived the devil!"

I say, Sambo, can you tell dis niggar wot is dat wicth am ob no account till he get wicked?"

"Golly, Ginger, I knows dat, you means de white folks."

"No, Sam. I means a lamp. Yah! yah!"

A young lady remarked that she could not understand "what her brother George Henry saw in the girls that he liked them so well; and that for her part, she would not give the company of one young man for that of twenty girls."

"Spell hen," said a little girl of five years of age to a smaller one of only three.

"I can't," was the reply.

"Well, then," continued the youthful teacher, "if you can't spell hen, spell chicken."

"Does anybody want some first rate fresh eggs for ten cents a dozen?" said a waggish grocer to several of his customers.

There was at once a general response of "I do," "and I too," "I'll take a lot, &c." from a dozen eager voices."

"Well," said the wag, "I'm going to market to purchase seme eggs, and if I find any for sale at that price you shall be supplied."

An Irish lawyer in an neighboring county recently addressed the court as "gentlemen" instead of "your honors" After he had concluded, a brother of the bar reminded him of his error. He immediately rose to apologise, thus:

"May it please the court—in the heat of debate, I called your honors *gentlemen*. I made a mistake your honors"

The gentlemen sat down, and we hope the court was satisfied with the explanation.

HOW TO GET UP A QUARREL WITH A WIFE.—Wait until she is at her toilet preparatory to going out. She will be sure to ask if her bonnet is straight. Remark that the lives of nine-tenths of the women are passed in thinking whether their bonnets are straight, and wind up with the remark that you never knew but one that had common sense about her. Wife will ask who that was. You, with a sigh, reply, "Ah! never mind." Wife will ask why you did not marry her. You say, abstractedly, "Ah! why, indeed?" The climax is reached by this time, and a regular row is sure to follow.

☞ "That fellow," said a creditor, "told me he would make a shift to pay all his debts before next Christmas. What did he mean by that?" "Meant that he'd pay them out of his wife's property, I suppose." replied the jester

Fashionable Proverb—"Pride must have a Water-fall."

The editor of a paper in Indiana wants to know if Western whiskey was ever seen "coming through the rye."

The young woman who was "driven to distraction" now fears that she will have to walk back.

A marriage is thus noticed by one of our contemporaries: "Married last week, John Cobb to Miss Kate Webb. Look out for the little spiders."

Wanted by a bachelor jeweler—a wife with a neck of pearl, ruby lips, "brilliant" eyes, golden hair, a silvery tongue, and a perfect jewel of a temper.

A gentleman having bought a table at an auction, did not, as he ought to have done, come to fetch it away. The auctioneer pronounced him to be the most *un-com-for-table* man he ever sold anything to.

A married gentleman present at a rapping circle, being informed that the power depended wholly on the will, begged that his wife might try it, as he had never seen anything resist her will.

A clergyman once posted the following notice on the gate of his church: "Found, two hats in my strawberry bed. The owners can have them by proving property." We don't believe the owners will call for them.

A Lawyer having found a purse, and returned it to the owner, one of the papers says it may be honest and honorable, but it is exceedingly unprofessional. The delinquent defends himself on the ground that there was nothing in it.

"Going, going, just a-going!" cried out an auctioneer.

"Where are you going?" asked a passer by.

"Well," replied the knight of the hammer, "I'm going up to the Zoological Gardens, to tell the managers one of their baboons is loose."

"Where do you hail from?" queried a Yankee of a traveller.

"Where do you rain from?"

"Don't rain at all," said the astonished Jonathan.

"Neither do I hail, so mind your own business."

A traveller stopped at an in nto breakfast, and having drank a cup of what was given to him, the servant asked, "What will you take, sir, tea or coffee?"

"That depends upon circumstances," was the reply; "if what you gave me last was tea, I want coffee. If it was coffee, I want tea—I want a change."

A certain minister, going to visit one of his sick parishoners, asked him how he had rested during the night. "Oh, wondrous ill, sir," replied he, "for my eyes have not come together these three nights"

"What is the reason of that?" said the other.

"Alas! sir," said he, "because my nose was betwixt them."

☞ Sir, inquired the attorney of a sur Dutchman, what color was this hog when you first knew him?

Vell when I first became acquainted vid de hog, he was a little pig, and he was den a white hog; but when he got to be older he got to be a kind of sandy like and then I should have called him, on the whole a sandy hog.

What ear-marks had he?

Vell, ven I became acquainted vid de hog he had no peculiar ear-marks, except a very short tail.

Take your seat, sir, said the attorney, we will call up the next witness.

THE SHEPHERD'S CHRISTMAS.

The wild winds whistle round him,—he heeds not the blast;
The chill snow-wreaths encrown him,—his soul's with the past.
Soft! he hears the glad strain, as its tones pealed on high
From the home of his youth in the winters gone by.
Hark! the voice of its cheer, through his dreaming it thrills
As he stands, a poor shepherd, forlorn on the hills.

"Gather round Let the draught in your beakers flow bright!
'Tis the wassail of wassails we welcome to-night!
Summon hither your hounds from their fast on the wold;
Turn the ox to the stall, and the sheep to the fold:
To the weakling leave care, and the sorrow that kills,
And rejoice, O ye shepherds, that watch on the hills!

"Gather in from the storm—gather in from the snow—
But yet spare one brief thought for the children of woe;
While ye bask in the blaze of the warm Christmas light,
Breathe one sigh to the dark and the houseless to-night;
A[illegible] to Him who each spirit with thankfulness fills,
H[illegible] who stood, the "Chief Shepherd," alone on the hills.

"O, our peace will be greater, our joy none the less,
For the one gracious memory our bosoms confess;
There is strength in the knowledge, and hope in the thought,
Of how well, in old time, the Arch-Tempter was fought;
Like a tale of the wild wo[illegible], with terror it thrills,
How that Shepherd met Sin, face to face, on the hills!

"Ye remember, old comrades, how faithful, how long,
We have sought our lost lamb the blank heather among?
What though frozen and footsore, though wearied and worn,
Still we cared not, if back the found treasure was borne.
But O, what were our struggles, and what were our ills,
Unto his, the True Shepherd's, who wept on the hills?

"With an eye turned to Heaven, that looked on its Son,
Did he plead for the lost, though that lost were but one;
Then, with heed to the coming of God's blessed day,
He took calmly the "cup" that would "pass not away."
How that word every impulse of selfishness stills—
'Twas for *us* the Good Shepherd prayed low on the hills!

"But yet chant we our wassail! With music's rich sound
Let the voice of that anguish in triumph be drowned.
'Tis the birth night of glory, the crowned of the year;
Then with love and with reverence hallow it here.
'Tis the Light of the Living our homestead that fills
While we hail the Great Shepherd who died on the hills!"

He awakes with a start—the night melts into day
To the sound of the wassail-song fading away.
The loved voice that spoke hope to his childhood is gone,
And he knows that he stands on the moorlands alone;
But the sense of forlornness no longer it chills:
He remembers Thy Shepherd, Great God, on the hills

THE BRIDE.

STEWART LOCKYER.

On the golden cushions lying, where the woven silks are vying
With her cheeks and tresses bright,
Graceful as a lily tender, couched in waves with sunset splendour
All night,
Is the fair and gentle bride,
Rosebud-lipped and violet-eyed.

Fresh—oh! fresh as spring's first blossom, naked, new-born at earth's bosom,
She doth seem,
Strangely sweet as rich plants blooming, mystic, magic groves perfuming
In a dream,
When the drowsy brain doth ravel
Haunting tales of wondrous travel.

Should you look at her for hours you should think of nought but flowers—
Nothing else;
You might fancy every parting breath would set sweet life upstarting,
Buds and bells,
Only earthly doth she seem—
In that she is like to them.

The Happy Land.

Oh, is there not a happy land—
A land beyond the seas—
Where potpies smoke in boundless lakes
And dumplings grow on trees?
Where gingerbread is found in stacks
And "smearcase" by the tun,
And when you do a job of work
You get the "ready John?"
Where nature's lessons may be read
In every babbling brook?
Where bumble-bees don't sting a chap,
And muly cows don't hook?

"FOR MOTHER'S SAKE."

A father and his little son
On wintry waves were sailing;
Fast, from their way, the light of day
In cloud and gloom was failing,
And fiercely round their lonely bark
The stormy winds were wailing.

They knew that peril hover'd near;
They pray'd—"O Heaven, deliver!"
But a wilder blast came howling past,
And soon, with sob and shiver,
They struggled in the icy grasp
Of that dark, rushing river.

"Cling fast to me, my darling child,"
An anguished voice was crying;
While, silvery clear, o'er tempest drear,
Rose softer tones replying—
"O, mind not me, my father dear;
I'm not afraid of dying;
O, mind not me, but save yourself,
For mother's sake, dear father;
Leave me, and hasten to the shore,
Or who will comfort mother?"

The angel forms that ever wait,
Unseen, on men attendant,
Flew up, o'erjoy'd to heaven's bright gate,
And there on page resplendent,
High over those of heroes bold,
And martyrs famed in story,
They wrote the name of that brave boy,
And wreathed it round with glory.

God bless the child! ay, he did bless
That noble self-denial,
And safely bore him to the shore,
Through tempest, toil and trial.
Soon in their bright and tranquil home,
Son, sire, and that dear mother,
For whose sweet sake so much was done,
In rapture met each other.

Was he a Gentleman?—A young lady asked a gentleman the meaning of the word surrogate. "It is," replied he, "a gate through which parties pass on their way to get married." "Then, I suppose," replied she, "that it is a corruption of sorrow gate." "You are right, miss," replied her informant, "as woman is an abbreviation of wo to man."

Chaff by the Road.—Impatient Cabman—(*to omnibus conductor ahead of him during a stoppage.*) "Now then!—move on with that *box of all sorts*, can't you." Phlegmatic Conductor—"What for?—you ain't the Lord Mayor, are you? Cabby—"Lord Mayor enough to lick about six such chaps as you." Con.—"Oh, ah!—*Five on 'em dead, and the other one in a fit.*"

A LADY'S MAN.

How much at home was Charles in all
The talk aforesaid; nicknamed "small;"
Seldom embarrassed, never slow,
His maxim always "touch and go"—
From grave to gay he ran with ease,
Secure alike in both to please.

An Irish Advertisement.—Lost on Saturday last, but the loser does not know where, an empty sack, with a cheese in it. On the sack the letters "P. G." are marked, but so completely worn out as not legible.

Modesty.—*Punch* says that the charact time-piece is modesty rather than rudene always keeps its hands before its face."

Happy Ignorance. — "Patrick, you makes you stale after that rabbit, when you no lock on it?" "Hush—hush! my darling; don't know that."

An American Cold. — A correspond Picayune paper has such a cold in his he can't wash his face without freezing the wat

A Longing Challenge.—"Come out he lick the whole of you," as the boy said whe jar of sugar-sticks in a shop window.

ATRIMONY VS. SINGLE-BLESSEDNESS

Matrimony is: Hot buckwheat cakes, warm beds, comfortable slippers, smoking coffee, round arms, red lips, kind words, shirts exulting in buttons, redeemed stockings, boot-jacks, happiness etc. Hurrah!

Single-blessedness is: Sheet iron quilts, blue noses, frosty rooms, ice in the pitcher, unregenerated linen, heelless socks, coffee sweetened with icicles, gutta-percha biscuits, flabby steak, dull razors, corns, coughs, colics, rhubarb, misery, etc Ugh.

FAMILY JARS.

Jars of jelly, jars of jam,
Jars of potted beef and ham,
Jars of early gooseberry nice,
Jars of mince-meat, jars of spice,
Jars of orange marmalade,
Jars of pickles, all home-made,
Jars of cordial, home-made wine,
Jars of honey, superfine;
Would the only jars were these
That occur in families!

Con.—"Why is the letter *d* like a ring?" a young lady of her lover, who was as dull as th rality of his sex in such a situation. "Be added the damsel, with a modest look, "becs can't be *wed* without it."

Rather Smart.—"Steel your heart," said siderate father to his son, "for you are goin among some fascinating girls." "I had much steal theirs," said the unpromising young man.

CONS.

Why are a young lady's affections always doubtful?—Because they are mis-givings.

Betting is immoral; but how can the man who bets be worse than the one who is no better?

Why are crows the most sensible of birds?—Because they never complain without *caws*.

What is it that causes a cold, cures a cold, and pays the doctor?—A draft.

...ty or not guilty?" sharply said ...y Judge the other day to an in... female prisoner in the dock. "Just as your Honor pleases. It's not for the likes o' me to dictate to your Honor's worship," was the reply.

Spain is at red-hot heat with Chili for having captured one of her vessels. What a fizzing there will be! Perhaps Spain will find herself in hot water even by dabbling in *Chilly* affairs.

Paddy's description of a fiddle cannot be excelled: "It was a thing the shape of a turkey and the size of a goose; a man laid hould of the crature, turned it over on its back, and then he scraped its belly with a stick until he made the crature squale; and och, St. Patrick! how it squaled!"

MARINE NEWS.

Sld from New Bedford 29th, ship William Thompson, Smith, North Pacific Ocean; barque (late ship) John Howland, Wheldon, do; Kathleen, Hobbins, Atlantic and Indian Oceans.

THE SURGEON'S STORY.

A TRUE INCIDENT OF THE WAR.

"THE only time," said the surgeon, "that I ever saw prisoners roughly handled was at Winchester."

The ladies united in asking him to relate the incident.

"We made regular trips," he continued, "once or twice a week from Harper's Ferry to Winchester. We did not mean to garrison it but to prevent the rebels from holding it. At the time I was speaking of we had orders to enter Winchester, and push as far as we could safely go beyond it, to find out whether the enemy had any forces in the neighborhood.

"We reached the rebel town in the evening.

"The General ordered us to rest for the night—until he could get the reports of spies, and of one or two scouting parties that he had sent into the country.

"We dismounted. The officers told us to make ourselves at home. The boys searched all the stables and barns in the town for forage, and others went out in squads to the neighboring farms.

"As soon as they got their horses fed they entered any house they pleased and took up free quarters in it.

"As a squad of three of our men were about to enter a barn in the outskirts of the town, three rebel soldiers suddenly jumped up from among the hay and let blaze at them. One of our men was badly wounded, but not fatally. His two comrades ran back for help. They soon returned, I tell you, with as mad a set of fellows as you could have mustered in Virginia. They hunted the barn high and low, every nook and corner, up loft and down cellar, but not a trace of the rebels could they find.

"We knew that they hadn't got out of our lines; for our pickets were too strong for that.

"There were some houses near by and we searched them. But we had the same luck—not a trace of the rebels!

"'Well, boys, we must give it up,' said Tom Ryndor; 'but I'll be hanged if I see how the —— Johnnies got off. They must be here—somewhere nigh by, too—but they've given us the slip as slick as grease.'

"'Not much they haven't,' shouted Bill Green, a Maryland soldier; 'you don't find this child leave this till he collars them doggoned rebs. I tell you they're inside ten rods of here, some'eres, and I tell *you* I'm agwine to get 'em dead or alive. I know their tricks, by jolly, and I tell you they're in that house thar some'eres or other. Hillo! Look at that hole! How are *you*, Johnnie? I'm after you!'

"And with that characteristic speech off he ran to the nearest house, which we had searched already from top to bottom. The houses there have no cellars. They are generally raised about three or four feet from the ground, and sometimes rest on a stone foundation which is built all round; and sometimes again they rest on a little piece of masonry at the corners only, while the spaces between them are banked up with earth. In the banking of this house there was an opening that none of us had noticed. The Marylander made for it and squatted on his knees and peeped in.

"'Are they there?' we shouted.

"He looked up and said nothing. He was evidently disappointed.

"'No,' he said at last, after musing a while, 'but they're here some'ere, and I'm agwine to find them. Hillo! bub, come here! Come along with me!'

"A little fellow had just come out from the house. He hung back, but Bill coaxed him into the barn. I went with him. Bill told the other men to keep the women of the house inside, talking to them, so that they might not see him with the boy.

"'Now, bub,' said Bill to the boy, 'do you know that I'm agwine to burn down your house?'

"The boy looked scared.

"'Oh, please not, Sir,' he cried; 'them fellars don't thar, true's death. Sir, they's not thar.'

"'And I'm agwine to hang your dad, bub,' added Bill, without taking any notice of what the boy had said; 'and, likewise, I'll be obleeged to give you the goldarnest whaling you ever heerd tell on in all your born days!'

"'Oh, please don't, Sir!' cried the little fellow again—he was thoroughly frightened now—'the rebelgers ain't thar.'

"'How do you know?' asked Bill.

"'I knows they ain't,' replied the boy.

"Bill seized him by the collar and spoke fiercely.

"'Now, boy, I'll hang you and your dad, and burn down your house in ten minutes, if you don't tell me whar them fellers is hid!'

"'Oh, please, Sir, I'm afraid,' said the boy.

"'Don't be afeerd,' Bill told him—'they sha'n't harm you; nobody sha'n't harm you *but me*; and, by hockey, I'll pull your gizzard out and hang you double quick if you don't out and tell right off whar they're hid!'

"The boy was now completely cowed.

"'Well, Sir,' he said, 'they's hid under our house. They's dug a hole in the ground right below the middle of the parlor. You can't see it when you look in that hole in the bankin', bekase they totted all the dirt away, and you see it's too dark to notice the other hole thataway.'

"'All right, bub,' said Bill, 'you'll be a man before your mother if you keep your eye peeled! We won't hurt you.'

"'Oh, please, Sir,' cried the boy, 'don't burn down our house; we's Union folks!'

"'In what direction?' asked Bill, with a grin.

"'I don't know nothin' about ary direction,' said the boy, with a puzzled look.

"'Oh you don't?' continued Bill, 'well, ye oughter. You oughter say you're Union—

'*Over the left, you know, over the left,*'

he sang.

"Bill rushed out, and told one of the soldiers to stand with his revolver cocked at the hole in the banking, and to shoot down the first man that tried to escape through it.

"Then he went into the house and asked for an axe.

"'What in the world do you want with an axe?' the old woman inquired, with an anxious glance at his face.

"'*Axe* me no questions and I'll tell ye no lies,' said Bill; 'but, unless ye want this house burned over yer head, bring me one in less than two-forty.'

"The woman saw that Bill was in no mood to be trifled with, and went and got the axe without any more ado.

"Bill then turned to the three soldiers who had followed him into the house and told them to draw their revolvers and be ready to shoot. They did so.

"Without a word Bill seized the carpet at the edges and tore it up.

"The women screamed.

"'Lord a messy!' shouted the old woman, 'what on airth are ye spiling my carpet for? The ole man and all on us is Union, and hez allers bin!'

"'Pon my word and honor,' added one of the daughters, 'there ain't nary reb hid in our house.'

"'We don't know nary thing about ary reb,' said another young woman.

"They all made a fuss and hollered, but Bill took no more notice of them than if they had been a parcel of hogs. He tore every bit of the carpet from the floor.

"As soon as he had done it he took the axe, and with one blow broke through the thin floor.

"'Be ready, boys!' he said.

"The women were crying and screaming and talking Union all the time.

"One or two blows made quite a large opening, and with a single jerk Bill tore up the flooring.

"What do you suppose we saw?

"There lay the three rebs, dressed in dirty homespun, huddled together at the bottom of a wide hole that they had dug beneath the house.

"Bill was a powerful fellow. He seized one of the rebels by the nape of the neck, and not only pulled him out, but pitched him to the further corner of the room. One of our boys instantly covered him with his pistol.

"Without waiting to rest, Bill served the two others in the same way.

"You ought to have seen him as he turned to the women:

"'Well, old Sixpence, you're Union, you ar! an' the ole man? and allers hez bin? And *you* never seed no reb, you never did, Miss Brass? Nor you nuther, on your word and honor, Miss Secesh?'

"They hung down their heads, blushed up to the eyes, and left the room without saying a word.

"We disarmed the rebels and led them to the General. But it was hard work. I never saw our men so exasperated. They wanted to lynch these assassins. If our wounded man had died I don't believe the General could have held them back.

"Next day we had orders to return to Harper's Ferry. The three rebs were lariated to the bows of saddles, and forced to keep up with us all day long on foot. Their shoes were taken from them, and they had 'a hard road to travel, I believe,' that day. That was all the punishment ever inflicted on them for the attempted assassination of our men.

"This," added the Surgeon, "was in the days when we made war on peace principles, and it would not have done then to have hanged these wretches. It might have exasperated the South, you know. So, as I said, all we did to them was to force them for one day to keep step to the music of the Union cavalry's hoofs."

POETRY.

THE BACHELOR'S DREAM.

"Not guilty the verdict! Miss Harris set free!
She is kissed by her counsel! huzzaed by the crowd!"
I threw down the paper—"My stars! can it be
That Justice approves of the dagger and shroud?

"Has the arrow of Cupid been changed for the knife,
The pistol ball, halter, and death-dealing bowl?
And woman henceforth put an end to the life
Of him who'll not give her his body and soul?"

I was horrified—shocked—at the frailty of man:
And, leaning half carelessly back in my chair,
I folded the newspaper into a fan,
And waved off the heat of the summer night air.

"What a lucky dog I am!" ran through my mind
As I pulled at my pipe and gazed at the smoke;
"I'm at peace with the world and the rest of mankind,
And women amuse me by way of a joke."

So, resting my head on the back of the chair,
I sat at the window and gazed at the sky;
The moon and a cluster of stars were all there,
But were now and then veiled by a cloud passing by.

The wreaths from my pipe and the beams of the moon
Commingled together, befogging my brain;
The breeze filled the room with a musical tune,
And my senses gave way to the soothing refrain.

In a minute thereafter there stood by my side
A bevy of ladies, each armed to the teeth,
Each dressed in the elegant robe of a bride,
Her head being crowned with a wreath.

There was Mary, whose voice I so often had praised—
She was loading a pistol with powder and shot;
While Sarah, whose eyes had me more than half crazed,
Held tight in her hand a stout rope with a knot.

There was Katie, to whom I had said once or twice,
"Sweet Katie, you'll make a most excellent wife!"
She held firm in her hand, with the gripe of a vice,
A villainous, blood-thirsty, sharp-pointed knife.

There was Frances and Georgia, and one or two more,
Each of whom I had said was a dear little soul:
They objected to seeing me writhe in my gore,
When the deed could be decently done with the bowl.

Behind them came Bridget. Ye gods! did I think,
When I said that I loved every steak that she cooked,
That I went so close to the marital brink
That I for her lover should one day be booked?

She was armed with a poker and a large water pail—
The latter being filled with a liquid quite hot—
"Oh, heavens!" I groaned, with a piteous wail;
"I'm first to be poisoned, next scalded, then shot!"

Like Brutus I covered my face from the sight;
A moment—and then came a deafening crash!
I was shot. Was that all? No, a knife, gleaming bright,
Opened my side with a horrible gash!

I was gasping my last, when there deluged my face
The water from cold-hearted Bridget's great pail;
It revived me, and wildly I leaped from the place,
Like a felon broke loose from his iron-bound jail.

I awoke. Through the window came dashes of rain;
The thunder was dying away with a moan;
And my pipe, which had caused in my side all the pain,
Burned a hole through my clothes almost reaching the bone!

"THREE CHEERS FOR THE RED, WHITE AND BLUE!"

SCARCELY second in audacity, if second in importance, to the laying of the Atlantic Cable, was that [illegible]k which sent the miniature ship Red, White and [illegible] from New York to London, making that wonderful passage in only thirty-four days, about the ordinary average time of a thousand-ton sailing packet. Most of our readers will remember the starting of the brig Vision, a couple of years ago, and her disappearance—[illegible] where nobody can quite say—possibly to the bottom of the sea, and quite as possibly (as alleged) to some safe nook, where the sight of her would not prevent the drawing of a very heavy life-insurance by her commander. Of course, when it was known that the Red, White and Blue was to make the [illegible]mpt, all parties prognosticated a similar issue to the adventure; and when the little vessel (only two and a half tuns) was on exhibition here, only a few could be found to pay her the attention necessary for a visit. To-day she is on exhibition at the Sydenham (London) Crystal Palace, and thousands are flocking to see her, as one of the world's wonders and the best exponent yet seen of Yankee audacity. The picture of the vessel, which we this week present, is one taken within the Palace, and giving at least a suggestion of the architecture of that wonderful building. In addition, and in connection, we also present accurate portraits of Captain John M. Hudson (a good name for an adventurous navigator!) and Mate F. E. Fitch, the sharers in that perilous enterprise.

Though one or two brief accounts have been published on this side of the Atlantic, since the arrival in England, there has as yet been no comprehensive one in any American publication, while the English papers have swarmed with full descriptions and relations of their adventures. Let us fill up this hiatus, then, briefly, after recapitulating the fact that the Red, White and Blue is merely a New York built life-boat (metallic), full ship-rigged, twenty-six feet long, six feet one inch wide, and two feet one inch in depth of hold, tunning two and thirty-eight ninety-fifths register; that besides Mr. Hudson and Mr. Fitch, there was on board a little pet dog Fanny, presented by Mr. Reckhon, of Brooklyn; that the stores consisted of twelve ten-gallon kegs of water, two hundred pounds bread, five pounds coffee, two pounds tea, ten pounds butter, four boxes smoked herring, one dozen cans milk, several dozen cans preserved beef, turkey, chicken, soup, etc., fifteen pounds smoked beef, seventeen pounds cheese, four bottles pickles, with mustard, pepper and other spices, a bottle each of brandy, whisky, and bitters, and some medicines; and that the master's department included a boat compass, quadrant, charts, parallel rule, dividers, barometer, log-line, and glass, seven-pounds lead, anchor, and fifty fathoms of cable, American, English, and French ensigns, but nothing approaching nearer to a chronometer than the mate's silver watch.

The date of sailing was the 9th of July, and on that day, at five P.M., after being towed to the light-ship off Sandy Hook, the adventurers commenced their voyage, the little ship standing out to sea with a light breeze from the south-west. At half-past seven the wind shifted to the north-west, and freshened so much that the little craft "shipped plenty of water." The crew made the unpleasant discovery that the decks leaked badly, for there was soon four inches of water in her, and their bed and provisions were wetted. At nine P.M. they managed to lose their signal-lamp overboard. They passed vessels standing in for New York and to [illegible], and at midnight took their departure from the Highlands of Navesink, which bore west by north [illegible] distant twenty miles.

[illegible] commenced the ordinary routine of a [illegible]. Captain Hudson and his mate kept watch [illegible] the "watch on deck" had to [illegible] ship. If, therefore, it was necessary to take [illegible] "watch below" had to be hurried out for the purpose, and had also to perform all the necessary ship's duties. There was a kerosene stove on board to burn coal oil, but the ship pitched and rolled about too much to use it. The consequence was that the two men, though nearly always wet through, were very seldom able to make tea or coffee, or warm their provisions. The first day's work, close hauled, gave the distance [illegible] forty-two miles. On the second day the winds were [illegible], the weather finer, so that they were able to [illegible] the ship. The distance run [illegible] forty-two miles. On [illegible] shifted to the westward, [illegible], and then were able to partially [illegible] their wet clothes and make some [illegible] soup, which is recorded as "the [illegible] tasted out of cans." Toward evening the wind freshened, and the little craft began to bowl off six and seven knots an hour, and in the course of that twenty-four hours made the excellent run of 168 knots. On the 13th they made the discovery that the mate's watch, their only timepiece, had got wet in the [illegible] and had stopped. It was found on examination [illegible] was rusty inside," so from that time forward [illegible] indication as to time was sunset, sunrise, and [illegible]. In the log is recorded from day to day the [illegible] of sundry cans of beef, turkey and mutton [illegible]. It is [illegible] to find that the dog was not neglected, though she eventually proved less hardy than her two [illegible] companions, and died just as the English coast was reached. On the third day out there is an entry, "This day expended one can of beef for the [illegible], as she must not be forgot." On the 14th of July [illegible] made a fair run of 139 miles, and the only remark in the log-book, apart from the ordinary entries of the ship's run, is the statement, "That cockpit of ours is a very 'hard' place. You are cramped up just high enough to catch the hips; it cramps the knees and [illegible] is both sore. It is the 'hardest' place on board; the rest is bad enough."

The next day, Sunday, July 15th, they were baffled by light and sometimes contrary winds, making a run of only sixty-three miles, of which no inconsiderable proportion appeared to be due to the Gulf Stream. During the afternoon they were becalmed, in company with a bark about two miles distant. They sent their ensign, and the bark did the same, but, from the flag hanging down, they were unable to make out her nationality. Whatever his country, the captain of the bark was an ill-conditioned churl; for on a light air springing up and the little ship heading to speak her, she wore round to the north and kept off, "evidently," as Captain Hudson says, "not wishing to speak us." There are very few readers who will not cordially endorse Captain Hudson's opinion when he says: "I cannot say much for that captain's humanity who would pass a small ship, with only two men in her, 500 miles from land, without desiring to speak her, even if he could do nothing." Bowling along before favorable winds, the little ship made runs of 92, 124, 104, and 115 miles in the course of the twenty-four hours, and everything went on pretty favorably, except that when nine days out poor Fanny is logged, "sick; will not eat."

On the 20th of July the wind drew ahead, and they only made a run of twenty-six miles. The next day it became rather more favorable, and they got a distance of seventy-two miles out of their little craft. On the 22d they ran out of the Gulf Stream, which had hitherto been helping them famously on their voyage. The record of discomfort is continuous; seldom a day passes without such entries as "shipping water," "no cooking to-day," "ship makes water in around the gunwale, when it is under water." Fortunately for these poor sodden navigators, the temperature of both air and water had been high since leaving New York. But on running out of the Gulf Stream there was an immediate fall of something like twelve degrees both in the air and water, and they now began to experience the additional discomfort of cold.

On the 4th of August they sighted a bark, the first sail seen for twenty days, and saw the sunset the first time for ten days. The next day, Sunday, August 5th, they saw another ship. She ran down to them, and proved to be the bark Princess Royal, of Nova Scotia. She hove to, and the little ship ran under her lee, and got from her a bottle, an old white signal-light, and the *Irish Times* and *Freeman's Journal* of July 24th. The bark was eleven days out from Dublin, bound to Quebec. The seasonable gift of rum they found "very good for wet days."

On the 6th the seas ran so high that the little ship took in two over the stern, or, rather, the fragments occasioned by her sharp stern splitting them as they flew past her. About five P. M. a blind sea took her and hove her on to her starboard beam-ends. On letting go the topsail halyards she righted in about half a minute. There is something almost comical in the entry recording this event, which says: "We have carried sail pretty hard, but never saw her do that before. The dangerous sea was the cause, as we only had foresail, fore-topsail, fore-topmast staysail and jib set." During the whole of the beginning of August she experienced strong westerly and north-westerly winds, which enabled her to lay her course, but which caused her to ship so much water that captain and mate were never dry, and suffered much from cold and exposure. On Sunday, 12th of August, they got an observation of the sun, and found they had overrun their reckoning about sixty miles in a run of 3,300 from New York; considering that they had for the most part been navigating by dead reckoning, the error was really very small. They found that Ushant bore south, twenty-seven miles, and from this point they took a fresh departure and stood up the English Channel. They were soon in the track of shipping, but none seemed to have troubled themselves about the diminutive stranger, until an American bark, the Nellie Merryman, of New York, Captain H. A. Rawlings, gave them two bottles of brandy, a broken white signal-lamp, and the bearings of the Bill of Portland.

Passing up Channel with a flowing sheet, they made all the well-known points in succession, communicating at Hastings with some fishermen, from whom the news of their arrival was first heard, and by whom Captain Hudson and his mate Mr. Fitch learned that the Great Eastern had successfully laid the Atlantic cable. At Deal they got the offer of a pilot, which was declined. Rounding the South Foreland, she beat up against a head wind to Margate. On the afternoon of the 16th, when abreast of that place, it came on to blow so hard that they gladly accepted the offer of Captain Thomas Walther, of the boat Jessie, who took hold of the little ship and towed it into the harbor. The crowd on the pier cheered them lustily, and for the next forty-eight hours the little ship was visited by thousands, of whom some were skeptical enough to express doubts that so small a craft had ever performed so long a voyage. For the first time for thirty-four days, these wet and weary men enjoyed the luxury of stretching their stiffened limbs and of sleeping in a dry bed. They remained at Margate till Saturday, the 18th, when about two P. M. they made sail with a light wind, and beat up for the mouth of the Thames. The wind was light, and the ebb-tide strong, so that it was four A. M. on Sunday morning before they were abreast of Sheerness. At six A. M. the steamship Londonderry, Captain White, ran alongside and kindly offered to tow them up to Gravesend. The offer was gladly accepted, and they went up the river astern of the steamer, furling sails and taking things comfortably. This extraordinary voyage was performed in thirty-four days from New York to the chops of the Channel, thirty-eight days to Margate, and forty days sixteen hours to Gravesend. From Greenhithe, where the Red, White and Blue was eventually anchored, she was conveyed for exhibition, as before noted, to the Sydenham Crystal Palace, where she now lies, and has since been attracting crowds of visitors. Such is briefly, and yet comprehensively, the record of the most audacious, and (let the truth be told) *fool-hardy* adventure, even of the "universal Yankee nation," an adventure which will always be admired as a sort of monstrosity in daring, but which, if mankind do not become greater fools than we apprehend, will not soon be imitated. The world has learned nothing from it, more than the "pluck" of the men—except, possibly the fact that Columbus did not do quite so rash a thing as was supposed in going out on the Western ocean in his small vessels, and that the Norsemen really may have crossed in their open galleys to the north-eastern coast, as has been alternately affirmed and doubted.

BRIDGET fared badly when she came to New York, and found to her inexpressible regret, that she had lost her certificate on her way across the sea. But her cousin Patrick supplied her with another, in the following words:

"This certifies that Bridget O'Flannegan had a good character when she left Ireland, but lost it on the ship coming over."

Agricultural Items.

The Maine Farmer says that the hay crop of that State this year was about two-thirds of its usual average.

In Denmark one cannot cut down his own trees without a permit from the Government.

Gail Hamilton says, we do not know how to work until we know how to play.

Good fences always pay better than lawsuits with neighbors.

Drained land is generally ten to twenty degrees warmer in summer than that on which water stands stagnant.

To sort potatoes or apples, stand upright and save the backache. It is more healthy. Make a platform 3x3 feet, with sides 4 or 6 inches high. Leave a gap at one corner to pour out from. Set the form on a barrel, or other support, and pour a bushel at a time of apples on it, and sort them standing. It is easier to lift up than stoop down.

The average yield of wheat per acre in Michigan is believed not to exceed ten bushels by a Marshall county correspondent of the Western Rural.

W. W. Chenery, of Belmont, Mass., recently harvested 1022 bushels of carrots from one acre and five rods of ground.

In England and Scotland land is owned by the large landlords. This leaves the entire capital of the farmer free for active employment.

A "steam shovel" has been put in operation in raising the Squankum Marl, so highly prized in New Jersey for its manurial value.

To keep warm feet, line your boots with calfskin dressed soft with the hair on, or with young lamb skin. Every man should have two pairs in use, and change every day.

"Josh, I say, I was going down street t'other day, and I seed a tree bark." "Golly, Sam, I seed it hollow." I seed the same one leave." "Did it take its trunk with it?" "Oh, it left that for board."

A hole in a tin pan or dish may be mended by cleaning around its edges, sprinkling on a little rosin, putting on a lump of solder and heating the other side with a lamp, or otherwise, until the solder melts.

A man, a short distance from the city, says no one need tell him that advertising won't cause a big rush, for he advertised ten bushels of grapes for sale, and the next morning there wasn't one left—the boys stole 'em all.

A good substitute for buffalo robes, which are now very costly, may be made from the skin of a bullock, which is naturally soft and woolly, or of sheep skins tanned with salt alum and rubbed until pliable.

As *layers*, we consider the Spanish and the Black Poland Top-knots altogether unrivalled as abundant layers. The whole family of Hamburgs, including the Bolton Grays, are prolific, and are known as "everlasting layers."

"Let the flock's good feed
Be the master's heed:
What at first he may cast
Will be doubled at last."

Mr. W. C. Ripley, Green, N. Y., says that he has practiced with perfect success the following plan for wintering cabbages: "Sink a barrel in the ground to within an inch or two of the top, cut off the heads and fill the barrel full, put on a board to keep out water, and that is all the covering that is needed."

THOMAS P. MANNING.—This Copperhead sailor, who piloted the *Shenandoah* among the Yankee whalers in the Arctic, is now skulking about San Francisco. The police are upon his track, and some enraged and suffering whalemen are hoping to catch him, and give him such a lesson as he will not soon forget. Manning actually accomplished something that will render his name infamous, but did not thousands of Copperheads try to do the same and utterly failed. We have some respect for Southern soldiers and Southern people who fought with a bravery "worthy of a better cause," but for those Copperheads at the North, who acted the part of traitors—like Manning—we have no respect. They wished and tried to do something equally infamous, and because they did not succeed is to be attributed to the patriotism and loyalty of the soldiers and friends of the Union cause. Late reports from the United States indicate that the Union cause is still in the ascendant.

AN ENLIGHTENED COUNTRY.—An Irishman lately returned from America to the land of his nativity, and at his country chapel in the county of Mayo, one Sunday morning began to extol the glories of Yankeedom to a crowd of gaping frieze coats assembled around him. The United States, he said, was the finest, richest, and most enlightened country on the face of the whole earth.

"Why, Mike," asked a long-shinned, raw-boned, thin-jawed specimen of the old Celtic race, elbowing his way through the crowd, and lifting his not very handsome mug to that of the speaker, "is it a more enlightened country than England?"

"England be d—d!" was the indignant reply. The comparison is odious, *Parcen. grana.* England is as dark as midnight compared with the United States!"

"Why, Mike Malloony, how many suns and moons have they got there?" put in ignoramus the second, with a broad grin.

"One sun of course," was the reply, "but, by jabber, they had about a dozen moons there, before the rebellion broke out."

"A dozen of moons, Mike!" roared out half a dozen of rusties in astonishment.

"Yes, by gob, a whole dozen of them; the least bigger and brighter than that little bit of a thing that rose on your sky last night. Let me count them for you. One in the State of New York, two in New England, one in Ohio, two in the Western States, one in Texas, one in Oregon, one in California, and three beautiful ones in the Confederate States, before President Lincoln abolished them.

The jingle of a small bell within the chapel, announced the commencement of Divine Service, which put an end to Mike Malloony's tirade on the glories of Yankeedom.

'S OFF.—Polly and Betsey ☞, the former wife of Michael ☞, are advertised in a Western paper, as having eloped. Michael will recover Polly we hope, for though it is not said whether she is ☞ some, she is represented as being ☞y. Probably if Mrs. ☞ could tell her own story, she would say, she left Mr. ☞ for being to frequently ☞cuffed. At any rate, as her situation is described, she ought to be roughly ☞led.

COULDN'T MAKE HIMSELF UNDERS

A man walked into an eating saloon and asked er, "What do you have for dinner?" The waiter standing him to ask *when* dinner would be re plied, "Twenty minutes." The rest we will let tell in his own way:

I told him I would try half a dozen minut just to see how they went. He looked co scratched his head, and walked off.

I approached the man who took the money. do you have for dinner?" said I.

"Half a dollar," said he.

The man by this time concluded to make a job I told him I would take half a dollar well done. him if he couldn't give me in addition, a boiled p book, stuffed with greenbacks, and garnished United States bonds. Postal currency wasn't bad side dish, and stamps would do for a dessert, would like to wash my dinner down with National notes on draft.

Not quite so badly served as was the gentleman ordered an Irish waiter to boil him an egg "just minutes with the watch," handing him the time at the same time, that he might make no mistake. watch and egg came back on the same plate, *both* and very hot.

LITTLE PAT AND THE PARSON.

He stands at the door of the church peeping in,
No troublesome cradle is near him:
The preacher is talking of sin, its and sin,
And Little Pat trembles to hear him:
A poor little, lean, famine and forlorn,
Who never knew pleasure or duty—
His head is uncovered, his jacket is torn,
And hunger has wilted his beauty.

The white-headed gentlemen shut in the box
Seems growing more angry each minute—
He doubles his fist and the cushion he knocks,
As if anxious to know what is in it.
He scolds at the people who sit in the pews—
Pat takes them for kings and princesses.
(With his little bare feet, he delights in their shoes;
In his rags, he feels proud of their dresses.)

The Parson exhorts them to think of their need
To turn from the world's dissipation—
The naked to clothe and the hungry to feed—
Pat listens with silent approbation!
And when the old clergyman walks down the aisle,
Pat runs up to meet him right gladly.
"Sure, give me my shoes," says he, with a smile,
"And a jacket—I want them quite badly!"

The kings and princesses indignantly stare,
The beadle gets word of the danger,
And, shaking his silver-tipped stick in the air,
Looks knives at the poor little stranger.
But Pat's not afraid, he is sparkling with joy,
And cries—who so willing to cry it?—
"You'll give me my dinner—I'm *such* a poor boy:
You said so—now *don't* you deny it!"

"The pompous old beadle may grumble and glare,
And growl about robbers and arson:
But the boy who has faith in the sermon stands there
And smiles at the white-headed Parson!
The kings and princesses may wonder and frown,
And whisper, He wants better teaching;
But the white-headed Parson looks tenderly down
On the boy who has faith in his preaching.

He takes him away without question or blame,
As eager as Patsy to press on,
For he thinks a good dinner (and Pat thinks the same)
Is the moral that lies in the lesson.
And after long years, when Pat, handsomely drest—
A smart footman—is asked to determine
Of all earthly things what's the thing he likes best,
He says, "Och, sure, the master's ould sermon."

Harper's Weekly.

TOO BIG A BOO!

A worthy old gentleman was about to purchase a spirited little horse that was highly recommended by its owner. "She's a handsome cretur, as slick a lookin' pony as a body need have," exclaimed the farmer, walking round and round the tempting animal. "But 'pears to me she looks a little skittish."

"Skittish," cried the owner, "that ere critter is as steady-going as a clock. She never shies, nor nothin'."

"I tell ye what," proposed Grandpa Smith, "I'll just jump on her back and trot her round that ere corner yonder, and you, Simie"—turning to a keen-eyed grandson—"you go hide there, and when I go by, you jest jump and say boo!"

Away ran the delighted rogue on this congenial errand. The old gentleman mounted and trotted soberly towards the corner.

"Boo!" shrieked Simie, with a whoop that would have immortalized a Pawnee Indian, at the same time throwing both arms high above his head, as he sprang out upon the unsuspecting animal.

Away went the horse, pitching Grandpa Smith over head into a mud puddle, from whence he slowly emerged, blowing and rubbing his sides with ludicrous gravity.

"Ah, Simie, Simie," said he, "that was most too big a boo fer such a leetle horse."

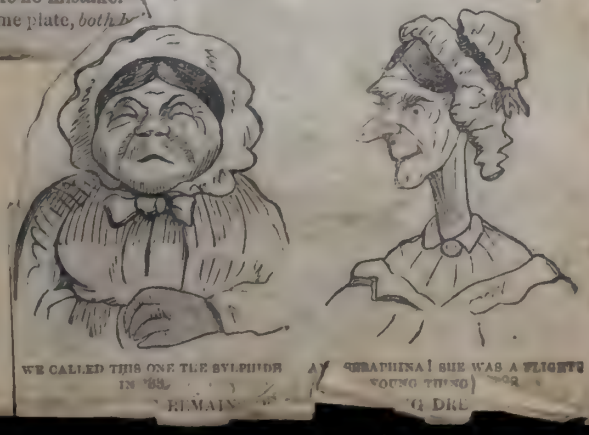
Simie and the pony very well represent a class of youths who overdo every thing. Their boo is too large for the occasion, and mischief comes of it. "See," shout, "what great things I can do," and call uni- attention to their failures.

Why are women the greatest thieves?
Because they crib their children, bone their stays, and steel their petticoats and buttons.

Why do little birds feel depressed early in a summer morning?
Because their bills are overdue (dew).

Why is the letter E amphibious?
Because it is found both in earth and water.

Who do children hate the most?
The mothers that bore them.



WE CALLED THIS ONE THE SYLPHIDE AT SERAPHINA! SHE WAS A FLIGHTY YOUNG THING!

REMAIN G DIE

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ot Alone.

Open the w, darling,
Long has the sun been high,
And the skylark sings upon quiveri
Far in the bright blue sky.
Strange and deep is the joy of sleep
When the cares of day are flown,
When we wholly forget its fever and
Not alone—ah, not alone.

Open the window, darling;
Sweet is the breath of day;
Though naught can eclipse thy ru
lips,
No sweeter, in truth, are they.
Golden bright is the sun's broad light—
Let us wander forth, my own;
Let me lie on the turf by the cool white s
Not alone—ah, not alone.

Ask the Captain.

A WRITER in the *Reveille* tells an anecdot "Bob" that will "do."

While crossing the plains to Santa Fe, Kearney was some distance ahead with advance guard. One of the officers belon to the rear division singled out Bob, and him ahead with a letter to the general. Whe came up with them they had camped, and sauntered into the general's marque

"We're gittin' along right sharp, gener he.

"Yes, sir," answered the commander.

"I wish you'd jist look at that hoss o general," said Bob, "and give me your how he'll stand the racket clar through to we're agoin'."

"Have you a captain at the head of your pany?" inquired the general.

"Wall, we hev, hoss, and he's some punkin too," answered Bob.

"Whenever you wish to learn anything in r gard to your movements, then," said the genera "inquire of him."

"That's military, is it?" inquired Bob.

"That is military, sir," answered the gener

"Well, general, they gin me a letter but cuss me if I know whether I oughter you in pusson, or send it through your ordre I'll go back and ask the cap'n," and back he sure enough, with the letter in his possession

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A SMASH-UP.—A hack, in which there were ladies, was coming down Washington street yes day afternoon. When opposite the Plaza poll of the carriage broke short off, and there nothing to hold it back, the hack w heels of the horses in an instant. The drive his best, but found it impossible to control hi mals, and seeing that he must collide with st thing, wisely concluded to take the first det which offered. He accordingly run them at an hitching-post, and drove "between it." wheels of the carriage went into kindling wood stanter, and the box of the carriage was not o proved any by the collision. The horses, ha no further entangling alliances, made a dash the drug store near by, one of them pushing head through the window, and smashing things side into smithereens. Several gentlemen rush at once to the rescue of the ladies, and one of th opening the door of the carriage, offered to h them out. To his utter astonishment they took hand, and came out as coolly as if nothing happened, one of them remarking, as she step upon the sidewalk, "Why, I declare, the carri is injured!" He thinks those ladies will d travel anywhere. The coolness of the dri whose decision and promptness saved the liv the ladies—possibly, also, his own, and those animals—is highly spoken of by those who nessed the smash-up.

NOISY BOYS.—The editor of the Cle *Herald* whom we will bet was a "good takes up the cudgel in defence of noisy b follows:

Noise is a safety valve; physically and m ly. Noisy boys seldom are the bad boys o village; the quiet, demure, reticent, still b are those who sneak around dark corners, slip into the back rooms of the village nuisa —the grocery; who rob melon patches, lift g off their hinges, shave horses' tails, and, moonless nights, trip up good people by a r stretched across the walk. A noisy boy, us ly, is a frank boy; overflowing with ani spirits, ready to hop, skip and jump, "gould" tag, snap-the-whip, or leap frog. such a boy is not dodging in and out of ba leys, such a boy does not creep out at his ber window to the kitchen roof, thence shed roof, thence to the ground, for a nig pedition, after the rest of the family are

Noise is not "good" for headache, noi turbs weak nerves, but noise steals no noise sets no barn on fire, noise never ga therefore we say, if boys do nothing worse make a noise, for humanity's sake do not co them for that.

Vineyard Gazette.

DIED.

In this town, June 9th, Mr. Elbridge Gerry Pease, aged 66 years, 4 months, 25 days.

In Boston, June 9th, thirty-six hours after a surgical operation, Miss Sarah E. Linton, of Edgartown, aged 32 years and 10 months.

The most effectual eulogy that could be written of the deceased was contained in the deeply impressive obsequies of last Monday. The spontaneous overflow of the heart and outgushing of sympathy, not only of the church of which she was a member, but of the entire community, was the richest testimony that could be given to the estimate in which our departed sister was held.

The Methodist church, beautifully and appropriately draped for the occasion, was well filled, and the services were conducted by the Rev. Mr. Crafts, a former minister, assisted by Rev. Messrs. Jackson and Ashley. On the breastwork of the orchestry were inscribed, in large letters, the words, "We miss her here." And if ever one was missed anywhere she will be missed there. She was the fond centre around which her comrades of the orchestry loved to be drawn, and the mellow, soul-thrilling strains breathed forth from the organ at her soft touch, conveying to the audience such a transcript of her own spirit being, will revive her memory with those whose devotions have been inspired by her music so long and so often as they shall worship around that sanctuary altar.

The courage and christian fortitude with which her brave spirit held up her frail body to the last shocks of suffering, was to us a picture of the morally sublime. Glad that the operation had been delayed during the weeks she spent in Boston, she expressed herself, the day before it was performed, as having become prepared for any event, and willing to yield up her life if her death should be the means of bringing any nearer to the cross. To a friend expressing a desire to divide with her the suffering she must endure, if it were possible, she promptly replied, "I should not wish you to, I prefer to bear it all myself." The last hours before she laid herself upon the altar the spirit of the old martyrs seemed to revive in her. She was cheerful, and ready to suffer or to die, if thereby she could glorify God. After she had arranged herself for the service of the surgeon, and while awaiting the hour, she hummed, faintly, a favorite melody, and thus sweetly yielded herself up to her approaching destiny.

Rest, loved one, your deep, mysterious life is ended, or has only been absorbed back again into that deeper sea of endless life from which it sprang, and by which it was supplied. Com.

WE MISS THEE!

IN MEMORY OF S. E. L.

We miss thee when our voices join
In mournful music low,
Angels now listen to the voice
That cheered us here below.

The faith that was thy sure support,
When hours of trial came,
Lifts up our stricken spirits here,
And fills with joy the same.

We see bright angels round the throne,
Flown from our hearts below;
They take the harp, and from its strings
Sweet sounds of music flow.

Whatever changes life has met—
Whatever ills were known;
God now has sealed the sainted one,
Forever for his own.

Then grant us grace that we may bear,
O Lord, thy chastening rod;
Give us the faith that brings the soul
Still nearer to its God.

Nearer the throne where voices blend,
Where discord cannot come;
Where all the strains of angel harps
Are blended into one.

Exchanged for earth's discordant sounds,
Heaven's note of praise sublime;
Exchanged earth's robes for robes of light,
And woe for bliss divine.

We miss thee, loved one, from the home
Thy presence made so dear;
We miss the smile, the tender tone,
The sympathetic tear.

Farewell, unfettered spirit rest;
Farewell, we murmur not,
For He who called thee to Himself
Hath thy redemption bought.

The remains of Capt. William C. Pease w brought to this town by U. S. revenue cut J. C. Dobbin and Miami, on Sunday last, der the conduct of Capt. Usher, of the Dobb After these vessels had paid appropriate spects to these, the last remains of their bro officer in the revenue service, they w brought to the shore and deposited by mesons at the residence of the widow of deceased.

The funeral services, under the auspice Cornelius B. Marchant, Esq., were held Monday afternoon, Messrs. Paige and Jack pastors in this town, performing the last offices for the dead before the commitmen its mother earth. Capts. Usher and Tompl with their officers and crew, in full dress, their most deferential respects, being pre and officiating upon the occasion, also ca to be fired minute guns as the procession s ly followed the body to its last resting plac

The masons, with whom Capt. Pease w fellow-workman, participated in these last offices.

The friends of the deceased had been ing anxiously to receive the body for sev days, and Capt. Usher, of the J. C. Dob learning of its arrival in New Bedford hast to bear it tenderly forward to its home waiting friends.

Death from all of us is but a few days, mo less, removed. A few meetings, more parti a few smiles, more tears. To-day we enjoy bounties bestowed by a Divine Hand, and the fullness of our enjoyment hug to our s the flattering unction that with us all things well, and will continue, but another day we have passed from the confines of this tr tory world to that bourne from whence traveller returns. Sad it is to see our fri passing from our sight ere yet their allo days they have numbered, and sadder w far from home and kindred, we cannot ceive the last assurances of the waning br would soften the feelings of grief-stri friends. But the body now shall mingl dust with those who have gone before. Bre

Sleep, no sound again can wake thee;
Rest, the voyage of life is o'er;
In the silent grave we lay thee,
Undisturbed forevermore.

Deep the sleep that binds thy spirit,
Cold the clay to earth we give;
Calm our souls, remembering ever,
That the just through Christ shall live.

Bright the hopes that clustered around th
Brave the heart that death hath stilled
Honors crown a life whose mission
Here so nobly was fulfilled.

Conqueror, wear the gem immortal,
In a crown of glory set,
Whilst we here in earth's cold desert
Wait a little longer yet.

Shrined in flesh our souls with sadness
Views the march of swift decay;
But though earth and flesh shall fail us,
God himself shall be our stay.

Lean we on His word, though unknown
Paths our weary feet pursue;
Jesus slept, arose, and triumphed,
And will guard our journey through.

Edgartown, Jan. 17, 1866.

The daring deeds of many have been hand ed down in history. We read of those who have taken their "lives in their hands," thinking not of their own dangers, in endeavors to save others. Selfishness is a besetting sin. Worldly considerations with too many predominate. But, thank God, there are noble exceptions.

We are led to these considerations in the heroic and successful exertions of that boat's crew, who boldly rescued CHARLES F. TALLMAN, on the 7th ult., from the wreck of the schooner *Christiana*. Humanity enlisted their sympathies; the idea of saving property, or the wrecker's reward, never for a moment entered their thoughts. Men were seen in the rigging, in mid-ocean, clinging to the mast, swaying to and fro—the sea in a wild foam, the wind howling its fiercest blast—the cold intense. It was not thought possible for life to be there. No ONE thought such to be the case. It was considered an *impossibility*—yet there were seen human beings there, their arms frozen stiff to the rigging which supported their bodies fast and unyielding. Those bodies, though lifeless, were dear to some one. To save them from a watery grave was the object of those men, watching with their frail boat the first lull of the wind. They heared the wreck, and on looking up, what was their surprise to hear a voice, calling "for God's sake, if you have come to save me, come quick." One poor frozen man yet remained. There he had been for four days and long dismal nights in the rigging in one of the coldest and most severe storms ever known on our coast, without food or drink. His comrades, one by one, freezing and silently dropping into the sea beneath him; two remaining besides him, frozen to the rigging, so as to prevent their falling. He remained alone with his thoughts and his God. There he was, in sight of his home, containing all that was dear to him on earth. Every wave breaking against his frail support seemed to say that the next one would launch him into eternity. The power of imagination cannot possibly portray the feelings and sufferings of that man.

He could not descend to those who came to him; they ascended and lowered him by ropes into their boat. They took their own coats, covered him with them; then, as if their own lives depended on their exertions, pulled for the shore. Open arms were there to receive him. He was saved.

Such was the situation of Charles F. Tallman, and such were the unselfish and noble exertions of these men. We would not detract one iota from those who exerted themselves in their endeavours to accomplish the same end; but we would say, "God bless" those who did it.

IKE.

CAPT. LITTLETON C. WIMPENNY.—Wednesday's mail brought intelligence of the arrival at New York of Steamer *Evening Star* which bears the body of Capt. Wimpenny. The remains will probably arrive by steamer Helen Augusta, to-day (Thursday). The following letter from the Treasurer of the New York Mail Steamship Company was received by Mrs. L. C. Wimpenny:

"I feel too sad at heart at this moment to attempt to pass a eulogium on his character. He seemed like a family friend, and was endeared to us all who were associated with him. For sterling worth, nobleness of heart, and manliness of character, together with simplicity of manner and strictest integrity, he found many friends to love and appreciate him. I only feel that I can mourn with you, and hope well, that a glorious immortality awaits him in another and a better world."

The New Orleans *Times* says: "Capt. Wimpenny was a noble representative of the popular class of Americans, the thorough, capable, experienced and reliable ship master. In manner he was as courteous as in c he was upright—a combination of the t and the true gentleman."

John and Nan.

A COMIC DUET.

HE. One day while working at my plow,
Fal lal lal, &c.,
I felt—just here—I can't tell how;
Fal lal lal, &c.
I turned my head round, just to see
Who 'twas I heard, when there stood thee,
Like *Venus*, com'd out of the sea.
Fal lal lal, &c.

SHE. La! John, you flatter now, I'm sure;
Fal lal lal, &c.
I looked like I and nothing more;
Fa lal lal, &c.
I'd walk along a field or two,
And might look rosy-cheek'd or so;
Besides, I met a charming *beau!*
Fal lal lal, &c.

HE. I knows the chap you mean, I trow,
Fal lal lal, &c.
He's at the squire's, here below.
Fal lal lal, &c.
Be careful, Nan, take heed in time,
Here's honest John, just in his prime,
If you'll be his'n, he'll be thine.
Fal lal lal, &c.

SHE. Why, John, you're *sartan* well to do,
Fal lal lal, &c
You've got a cow, a pig or two;
Fal lal lal, &c
But mother's magpie talks to I—
She calls me angel of the sky.

HE. Then mother's magpie tells a lie.
Fal lal lal, &c.

SHE. Tells lies! the bird does no such things—
Fal lal lal, &c.
For I'm an angel—

HE. *Where's your wings?*
Fal lal lal, &c.

SHE. That gemman, sir, all sweet perfume,
Said; "Oh, you goddess from the moon!"

HE. He meant a witch upon a broom.
Fal lal lal, &c.

SHE. Well, time will show, and, John, you'll find,
Fal lal lal, &c.

HE. You'd best take me, Nan, in the mind.
Fal lal lal, &c.

SHE. Wi' all my heart next Sunday.

HE. Done.
We'll married be, as sure as fun.

SHE. And then, John——

HE. You and I'll make one.
Fal lal lal, &c.

BOTH. So { lads, / maids, } who'd wish to happy be,
Just copy { pretty Nan / honest John } and me;
But to old Nick send jealousy.
Fal lal lal, &c.

HOW TO TELL THE AGE OF LADIES.—Ask them in how many columns their age appears then add the number together at the top of each column in which their age is, and you have it.

1	2	4	8	16	32
8	3	5	9	17	33
5	6	6	10	18	34
7	7	7	11	19	35
9	10	12	12	20	36
11	11	13	13	21	37
13	14	14	14	22	38
15	15	15	15	23	39
17	18	20	24	24	40
19	19	21	25	25	41
21	22	22	26	26	42
23	23	23	27	27	43
25	26	28	28	28	44
27	27	29	29	29	45
29	30	30	30	30	46
31	31	31	31	31	47
33	34	36	40	48	48
35	35	37	41	49	49
37	38	38	42	50	50
39	39	39	43	51	51
41	42	44	44	52	52
43	43	45	45	53	53
45	46	46	46	54	54
47	47	47	47	55	55
49	50	52	56	56	56
51	51	53	57	57	57
53	54	54	58	58	58
55	55	55	59	59	59
57	58	60	60	60	60
59	59	61	61	61	61
61	62	62	62	62	62
63	63	63	63	63	63

Timmy Twist and Patty Puff.

THERE was a gay man-milliner, his name was Timmy Twist,
And at making caps and bonnets he'd a mighty pretty fist,
With his snips and shreds, and fitting heads, his gauze and gimp, long thread and needle,
Oh, he loved a pastry-cook, and he thought her heart to wheedle!
Whack falare, bow, wow, wow.

There was a spruce shoemaker, a dapster at an awl,
They call'ed him Billy Boot, and he kept a pretty stall;
With his last and shoe and lapstone, too, his waxend, grinding-strap and hammer,
Oh, he loved this pastry-cook, too, and told her many a crammer.
Whack falare, &c

Miss Patty Puff, thus loved by both, and loving both they say,
Was like the donkey in the tale, between two stacks of hay;
With her flames and darts, and apple-tarts, her ices, trifles, cherry brandy;
Oh, she knew not which to choose, for she thought them both the dandy!
Whack falare, &c.

The rivals fought—their seconds charged their pistols for attacks,
Timmy Twist's with cotton-balls, and Billy Boot's with cobbler's wax;
With their jeers and jokes, a funny hoax, their powder, priming, and their paces,
Though they d courage in their hearts, they's dishclouts in their faces.
Whack falare, &c.

The seconds signal gave to fire, when Timmy swooned away,
And Billy, not observing it, ran off without delay,
With his paste and pegs, and nimble legs, while both the seconds laugh and hoot him;
Oh! he stuck fast in a hedge and roared lest Tim should come and shoot him.
Whack falare, &c.

Now all ye modern heroes, who'd your credit save from fright,
Be sure to tell the constable when challenges you write;
With your guns, and swords, and great big words, that off weak stomachs come so clever,
Oh, they'll bind you to the peace, and you may brag for ever.
Whack falare, &c.

NAPOLEON COULDN'T SMOKE.—Napoleon could scale the Alps, but, alack-a-day, he couldn't smoke. In Egypt he pretended to smoke—so he held out his possible conversion to Islamism—to please the Egyptians by adopting their costume. But he never could light his pipe himself. It was his Mameluke Roustan's duty to set it going. If his master let it go out again, charcoal and matches were not ruinously expensive. Afterward, when the Persian Ambassador presented him with a very handsome pipe, he ordered his *valet de chambre*, Constant, to fill and light it. The fire being applied to the mouth of the bowl, all that remained was to make the tobacco catch; but in the way in which His Majesty set about it, no smoke would have appeared from that time till doomsday. He simply closed and opened his lips, without drawing in the least in the world.

"What the deuce," he exclaimed at last. "There is no setting light to it."

Constant diffidently ventured to observe that the Emperor did not proceed exactly in the usual way, and showed him the right mode of going to work; but the inapt scholar still returned to his bad imitation of the act of yawning. Tired at last of his useless efforts, "Constant," he blurted out, "do you light the pipe. I cannot." So said, so done. It was returned to him with the steam well up, going at a high pressure rate with a double Persian power of smoke. Scarcely had he drawn a whiff, when the smoke, which he did not know how to get rid of, went down his throat, coming out again through his mouth and eyes. As soon as he had recovered his breath, "Take it away," he gasped, "take it away! What an infection! What a set of pigs they must be! It has turned my stomach!" He was ill for more than an hour afterward; and he renounced forever "a pleasure, whose enjoyment," he said, "was only good to fill up the time of idle people with nothing better to do."

"Is your horse gentle, Mr. Dabster?"

"Perfectly gentle, sir; the only fault he has got—if that be a fault—is a playful habit of extending his hinder hoofs now and then."

"By extending his hinder hoofs?—you don't mean kicking, I hope?"

"Some people call it kicking, Mr. Green; but it's only a slight reaction of the muscles—a disease rather than a vice."

To what city in Europe is a man going when he marries?

Young lady—Oh! it's Nice.
Old maid—It's Hamburg.
Solid Dutchman—Bologna.
Bridget—To Dublin, sure.
Practical parent—He's going to Havre.
Startling old bachelor—He's going to Rouen.

IT takes a down-East man to ask questions, but once in a while one of them finds his match. Jonathan overtook a gentleman who was traveling on horseback, notwithstanding the disadvantage of having lost a leg. His curiosity was awakened, as he rode alongside of him, to know how he chanced to meet with such a misfortune.

"Been in the army, I guess?" said the anxious inquirer.

"Never was in the army in my life," the traveler remarked.

"Fit a duel, p'raps?"

"Never fought a duel, sir."

"Horse throwed you off, I guess, or something of that 'ere sort?"

"No, sir, nothing of the kind."

Jonathan tried various dodges, but all to no effect; and at last, almost out of patience with himself as well as with the gentleman, whose patience was very commendable, he determined on a direct inquiry as to the nature of the accident by which the gentleman had come to lose his leg.

"I will tell you," replied the traveler, "on condition that you will promise not to ask me another question."

"Agreed! agreed!" exclaimed the eager listener; "agreed!"

"Well, sir," remarked the gentleman, "*it was bit off.*"

"Bit off!" cried Jonathan. "Wa'll, I declare, I should just like to know *what on arth bit it off?*"

Jonathan was no more inquisitive, and no more taken aback than the inquiring Englishman, who had been betrayed into the presumption of asking a gentleman with whom he was traveling if he was a single man.

"No, I am not, sir."

"Oh, I beg your pardon—a married man?"

"No, sir, I am not."

"Pray, excuse me; I perceive you are a widower."

"No, I am not a widower."

The inquisitor was nonplussed. Not a single man, nor a married man, nor a widower.

"Pray, what may you be, if I may be so bold as to ask?"

"It is none of your business; but, if you are very anxious to know, *I am a divorced man, sir.*"

ANY thing better than the subjoined illustration of *Categorical Courtship* we can safely assume no reader has encountered:

"I sat one night beside a blue-eyed girl—
The fire was out, and so, too, was her mother;
A feeble flame around the lamp did curl,
Making faint shadows, blending in each other;
'Twas nearly twelve o'clock, too, in November;
She had a shawl on, also, I remember.

"Well, I had been to see her every night
For thirteen days, and had a sneaking notion
To pop the question, thinking all was right,
And once or twice had made an awkward motion
To take her hand, and stammer'd, cough'd, and stutter'd,
But, somehow, nothing to the point had utter'd.

"I thought this chance too good now to be lost;
I hitched my chair up pretty close beside her,
Drew a long breath, and then my legs I cross'd,
Bent over, sighed, and for five minutes eyed her;
She look'd as if she knew what next was coming,
And with her feet upon the floor was drumming.

"I didn't know how to begin, or where—
I couldn't speak—the words were always choking;
I scarce could move—I seem'd tied to the chair—
I hardly breathed—'twas awfully provoking!
The perspiration from each pore came oozing,
My heart, and brain, and limbs their power seem'd losing.

"At length I saw a brindle tabby cat
Walk purring up, inviting me to pat her;
An idea came, electric-like, at that—
My doubts, like summer clouds, began to scatter;
I seized on tabby, though a scratch she gave me,
And said, 'Come, Puss, ask Mary if she'll have me.'

"'Twas done at once—the murder now was out.
The thing was all explain'd in half a minute;
She blush'd, and, turning pussy-cat about,
Said, 'Pussy, tell him "yes;"' her foot was in it!
The cat had thus saved me my category,
And here's the catastrophe of my story."

HUMORS OF THE DAY.

NOTES OF THE MONTH.

THE shortest address to the month that we ever heard was that of a commanding officer, a man of few words, but he only used one, and that was "March!"

At this time a peck of dust is said to be worth a king's ransom. The monarch referred to was probably *Dust* Mahommed.

The friends of Mr. Jeremy Diddler would do well to remember that this, above all others, is the month for raising the wind.

What flower is most like a shepherd's dog?—The *collie*flower.

ARTEMUS WARD IN LONDON.

His Third Letter to Punch.

It is now some two weeks since a raythor strange looking man engaged 'partments at the Greenlion. He stated he was from the cele brated United States, but beyond this he said nothin'. He seem'd to prefer solytood. He remained mostly in his room, and whenever he did show hisself he walkt in a moody and morose manner in the garding, with his hed bowed down and his arms foldid across his brest. He reminded me sumwhat of the celebrated but onhappy Haller, in the cheerful play of "The Stranger." This man puzzled me. I'd been puzzled afore several times, but never so severally as now. Mine Ost of the Greenlion said I must interrigate this strange bein, who claimed to be my countryman. "He hasn't called for a drop of beer since he's been in this 'ere 'ouse," said the landlord. "I look to you," he added, "to clear up this dark, this orful mistry."

I wringed the lan'lord's honest hand, and told him to consider the mistry cleared up.

I gained axes to the misterus bein's room, and by talkin' sweet to him for a few minits I found out who he was. Then returnin' to the lan'lord, who was nervisly pacin' up and down the bar, I said:

"Sweet Rolando, don't tremble no more. I've torn the mask from the hawty stranger's face and dived into the recesses of his inmost sole! He's a Trans-Mejim!"

I'd been to the Beefanham Theater the previs evenin, and probly the drammer I saw affected me, because I'm not in the habit of goin on as per above. I like the Beefanham Theater very much indeed, because there a enthoosiastic lover of the theater like myself can unite the legitermit drammer with fish. Thus, while your enraptured soul drinks in the lorfty and noble sentences of the gifted artists, you can eat a biled mack'ril jest as comfor'bly as in your own house. I felt constrained, however, to tell a fond mother who sot immegitly behind me, and who was accompanied by a gin bottle and a young infant—I felt constrained to tell that mother, when her infant playfully mingled a raypher oily mack'ril with the little hair which is left on my vener'ble head that I had a bottle of scented hair oil at home, which on the whole I tho't I preferred to that which her orfspring was greasin me with. This riled the excellent female, and she said, "Git out! You never was a infank yourself, I spose! Oh no! You was too good to be a infank, you was! You slid into the world already grow'd, didn't you? Git out!" "No, madam," I replied, "I, too, were once a infant! I was a luvly child. Peple used to come in large and enthoosiastic crowds from all parts of the country to see me, I was such a sweet and intelligent infant. The excitement was so intens, in fack, that a extra hotel was started in the town to accommodate the peple who thronged to my cradle." Havin' finished these troothful statements, I smilt sweetly on the worthy female. She said, "Drat you, what do you come a-chaffin' me for?" and the estymible woman was really gettin' furis, when I mollyfied her by praisin' her child, and by axin' pardin for all I'd said. "This little gal," I observed, "this surprisingly luvly gal"—when the mother said, "It's t'other sect is he, sir; it's a boy." "Wall," I said, "then this little boy, whose eye is like a eagle a-soaring proudly in the azure sky, will some day be a man, if he don't choke hisself to death in childhood's sunny hours with a smelt or a bloater, or some other dreffull calamity. How sublime the thought, my dear madam, that this infant as you fondle on your knee on this night, may grow up into a free and independent citizen, whose vote will be worth from ten to fifteen pounds, accordin' as suffrages may range at that joyus perid!"

Let us now return, gentle reader, to the lan'lord of the Greenlion, who we left in the bar in a state of anxiety and perspire. Rubbin' his hot face with a red handkercher, he said, "Is the strange bein' a American?"

"He is."

"A Gen'ral?"

"No."

"A Colonial?"

"No."

"A Majer?"

"Nor a Majer."

"A Capting?"

"He is not."

"A Leftenant?"

"Not even that."

"Then," said the lan'lord of the Greenlion, "you ar deceeved! He is no countryman of yours."

"Why not?" I said.

"I will tell you, sir," said the lan'lord. "My son-in-law is employed in a bankin' house where ev'ry American as comes to these shores goes to git his drafts casht, and he says that not one has arrived on these shores durin' the last eighteen months as wasn't a Gen'ral, a Colonial, a Majer, a Capting or a Leftenant! This man, as I said afore, has deceeved you! He's a impostuer!"

I reeled into a chair. For a min I was speechlis. At length I murmured, "Alars! I fear it is too troo! Even I was a Capting of the Home Guards!"

"To be sure," said the lan'lord; "you all do it, over there."

"Wall," I said, "whatever nation this person belongs to, we may as well go and hear him lectur this evenin. He is one of these spirit fellers—he is a Trans-Mejim, and when he slings hisself into a trans state he says the sperrits of departed great men talk through him. He says that to-night sev'ril em'nent persons will speak through him—among others, Cromwell."

"And this Mr. Cromwell—is he dead?" said the lan'lord.

I told him that Oliver was no more.

"It's a 'umbug," said the lan'lord; to which I replied that we'd best go and see, and we went. We was late, on accounts of the lan'lord's extensiv acquaintans with the public housekeepers along the road, and the hall was some two miles distant, but we got there at last. The hall was about half full, and the Mejim was just then assumin' to be Benjamin Franklin, who was speaking about the Atlantic Cable.

He said the Cable was really a merrytorious affair, and that messages could be sent to America, and there was no doubt about their gettin there in the course of a week or two, which he said was a beautiful idear, and much quicker than by steamer or canal boat. It struck me that if this was Franklin a spiritooal life hadn't improved the old gentleman's intellecks particly.

The audiens was mostly composed of raypher pale people, whose eyes I tho't rolled round in a somewhat wild manner. But they was well behaved, and the females kept saying "How beautiful! What a sublime thing it is," et cetry. Among the females was one who was a fair and rosy young woman. She sot on the same seat we did, and the lan'lord of the Greenlion, whose frekent intervoos with other lan'lords that evenin had been too much for him, fastened his left eye on the fair and rosy young person, and smilin lovingly upon her, said, "You may give me, my dear, four-penny-worth of gin—cold gin. I take it cold, because——"

There was cries of "Silence! Shame! Put him out! the Skoffer!"

"Ain't we at the Spotted Boar?" the lan'lord hoarsely whispered.

"No," I answered, "it's another kind of bore. Lis'en. Cromwell is going to speak through our inspired fren', now."

"Is he?" said the lan'lord—"is he? Wall, I've suthin to say, also. Was this Cromwell a licensed vittler?"

"Not that I ever heard," I ansered.

"I'm sorry for that," said the lan'lord with a sigh; "but you think he was a man who would wish to see licensed vittlers respected in their rights?"

"No doubt."

"Wall," said the lan'lord, "jest you keep a eye on me." Then, risin' to his feet, he said, in a somewhat husky, yet tol'bly distink voice, "Mr. Crumbwell!"

"Cromwell!" I cried.

"Yes, Mr. Cromwell; that's the man I mean, Mr. Cromble! won't you please advise that gen'l'man who you're talkin' through; won't you advise 'im during your elekant speech to settle his bill at my 'ouse to-night, Mr. Crumbles," said the lan'lord, glarin' savigely round on the people, "because if he don't, there'll be a punched 'ed to be seen at the Greenlion, where I don't want no more of this everlastin nonsens. I'll talk through 'im! Here's a sperrit," said the lan'lord, a smile once more beamin on his face, "which will talk through him like a Dutch father! I'm the sperrit for you, young feller!" "You're a helthy old sperrit," I remarkt; and then I saw the necessity of gettin him out of the hall. The wimin was yellin and screamin, and the men was hollerin perlice. A perliceman really came and collered my fat fren. "It is only a fit, Sir Richard," I said. I always call the perlice Sir Richard. It pleases them to think I'm the victim of a deloosion; and they always treat me perlitely. This one did, certainly, for he let us go. We saw no more of the Trans-Mejim.

It's diffikilt, of course, to say how long these noosances will be allowed to prowl round. I should say, however, if pressed for a answer, that they will prob'ly continner on jest about as long as they can find people to lis'en to em. Am I right?

Yours faithfully, ARTEMUS WARD.

ACCOMMODATING HIMSELF TO CIRCUMSTANCES. The Richmond correspondent of the Danville *Register* tells the following story about General "Alleghany" Johnston, on the march to Bristoe Station, in the Fall of 1863. The General was riding along the road, and perceiving one of his men up a persimmon tree, hallooed to him:

"I say there, what are you doing up there? Why ain't you with your regiment?"

"I'm gettin' 'simmons, I am," replied the soldier.

"Persimmons, thunder! They are not ripe yet. They are not fit to eat."

"Yes, but General," persisted the Confed., "I'm trying to draw my stomach up to suit the size of my rations. If it stops like it is now I shall starve."

The General had nothing further to say, but rode on.

"I wish I were a man, wouldn't I pull his nose for him! He actually had the impudence to ask me to take a bite out of his cake!"

Jones turned away, and only cast his eyes behind him long enough to see her enter the basement door of the before-mentioned brown-stone, and, without remarking it as remarkable, he flew on the wings of love to the nearest gin-mill and breathed the name of Dolly over the edge of several tumblers of brandy-and-water. He called up all the loafers in the place and made them drink at his expense and breathe the name of Dolly.

In a decidedly happy frame of mind, Jones started for his boarding-house.

A FRENCH barber lately returned to London in high spirits with all the Parisian fashions, and put an illuminated transparency over his door with the words "Coiffuer." A boy seeing it, went in and demanded a cup of coffee. He found the barber frizzing the hair of a Mademoiselle going to a Christmas party.

"*Je ne suis pas fabriquant—je vous assure monsieur*—I am not de dam coffee maker."

"You haint—vy I'm blown if your sign doesn't say you are—haint you a *coffee-er*?"

"ISN'T it pleasant to be surrounded by such a crowd of ladies?" said a pretty woman to a popular lecturer.

"Yes," said he, "but it would be pleasanter to be surrounded by one."

A FARMER'S son, during a lesson in astronomy, was asked by the teacher if he knew what was meant by the milky-way.

He indignantly replied, "Why, sir, 'tis the whey as comes from the cheese."

ONE of our returned officers explained to us the other day the advantage of being shot in both legs. He said that being shot in both legs he didn't limp.

WHEN a steamboat gets aground in any of the Western rivers, she waits until she gets the fever and ague, and then shakes herself off.

SOMEWHERE in the Old Testament it is stated that the Jewish women were once punished for adoring a false calf. The lesson has its warning.

BE contented with what you have, as the rat said to the trap, when he left his tail in it.

SHOULD A BODY MEET A BODY.—If a feller catch a feller carrying off his wood, should a feller whale a feller if a feller could?—Germantown Emporium.

If a body catch a body stealing his old "rye," should a body kick a body till a body cry?—Cincinnati Enquirer.

If a body spy a body creeping round his lot, shouldn't a body treat a body to a load of shot?—Norwich News.

If a body catch a body stealing his express, shouldn't a body seize a body and try to get redress? Petersburg Express.

If a body wants a body his store to patronize, shouldn't a body pay a body money to advertise?—Lynchburg Express.

If a body sees a body 'propriate his hat, should a body kick a body just for doing that?—Washington Star.

If a body catch a body in his melon patch, shouldn't a body make a body scratch?—Kendall Co. Courier.

If a body catch a body stealing all his chickens, should a body lick a body like the very dickens?—Centre Democrat.

If a body catch a body stealing all his corn, should a body make a body wish he wasn't born?—Jonesboro, Ill., Gazette.

If a body ask a body to take the country news, should a body say to a body, I beg you me excuse? Home Journal.

If a body catch a body hooking his hen's eggs, should a body make a body take to his legs?—Plano Journal.

If a body hear a body say, "I pay my printing bill," wouldn't a body stare at a body for such an expression of will?—Maryland Sentinel.

If a body meet a body who never reads the Times, should a body ask a body to shell out the dimes?—Times.

If a body catch a body taking his umbreller, should a body kick a body till a body beller?—Florida Peninsular.

If a body catch a body kissing his little wife, shouldn't a body thrash a body within an inch of his life?—Charleston Ledger.

If an editor saw an editor steal his editorial crop, shouldn't the editor give the editorial pop?—Kankakee Democrat.

—A horse at Chicopee ran away the other day, and threw out the gentleman who was driving, after which the young lady, who was left in the carriage, walked out upon the shaft and grasped the reins near the horse's head and stopped him.

What an Engineer Told.

I am an engineer. Ever since the C. road was laid, I've traveled over it every day, or nearly every day of my life.

For a good while I've had the same engine in charge—the *San Francisco*—the prettiest engine on the road, and as well managed, if I say it, as the best.

It was a southwestern road, running we will say from A. to Z. At A. my good old mother lived; at Z. I had the sweetest little wife under the sun, and a baby; and I always had a dollar or two put by for a rainy day. I was an odd kind of a man. Being shut up with the engine, watching with all your eyes and heart and soul, inside and out, don't make a man talkative.

My wife's name was Josephine, and I called her Joe. Some people called me unsociable, and couldn't understand how a man could feel friendly without saying ten words an hour. So, though I had a few old friends—dear ones too—I did not have so many acquaintances as most people, and did not care to have. The house which held my wife and baby was the dearest place on earth to me, except the old house which held my mother, up in A.

I never belonged to a club, or mixed myself up with strangers in any such way, and never should if it had not been for Granby. You see Granby was one of the shareholders, a handsome, showy fellow. I liked to talk with him, and we were friends. He often rode from Z. to A., and back again, and once he said:

"You ought to belong to the Scientific Club, Gueldon."

"Never heard of it," said I.

"I am a member," said he. "We meet once a fortnight, and have a jolly good time. We want thinking men like you. We have some among us now. I'll propose you, if you like."

I was fond of such things, and I had ideas that I fancied might be worth something. But then an engineer don't have night and days to himself, and the club would have one evening in a fortnight from Joe. I said:

"I'll ask her. If she likes it, yes."

"Ask whom?" said he.

"Joe," said I.

"If every man had asked his wife, every man's wife would have said, 'can't spare you, my dear,' and we should have had no club at all," said Granby.

But I made no answer. At home I told Joe. She said: then if Granby belongs to it they must be superior men.

"No doubt," said I.

"It isn't everybody who could be made a member, said Joe. "Why, of course you must say yes."

So I said yes, and Granby proposed me. Thursday fortnight, I went with him to the rooms. There were some men there with brains, and some without. The real business of the evening was the supper, and so it was every evening.

I'd always been a temperate man. I actually did not know what effect wine would have upon me; but coming to drink more of it than I ever had, at the club-table, I found it put the steam on. After so many glasses I wanted to talk; after so many more I did.

I seemed like somebody else, the words were so ready. My little ideas came out and were listened to, I made sharp hits; I indulged in repartee; I told stories; I even came to puns. I heard one say to Granby.

"By George, that's a man worth knowing. I thought him dull at first."

Yet I knew it was better to be quiet Ned Guelden, with his ten words an hour, than the wine-made wit I was.

I was sure of it, when, three hours after, I stumbled up stairs to find Joe, waiting for me, with her babe on her breast.

"You've been deceiving me," said Joe. "I suspected it, but I wasn't sure. A scientific club couldn't smell like a bar room."

"Which means I do," said I, waving in the middle of the room like a signal flag at a station, and seeing two Joes.

"And look like one," said Joe; and she went and locked herself and the baby up in the spare bed-room together.

"Ned," said she, do you think a thing so much like a bottled-up and strapped-down demon as steam is, is fit to be put into the hands of a drunken man? And some day, mark my words, the time will come when not only Thursday night, but all the days of the week will be the same. I've often heard you wonder what the feelings of an engineer who has about the same as murdered a train full of people, must be, and you will know if you don't stop where you are. A steady hand and a clear head have been your blessings all these years. Don't throw them away, Ned. If you don't care for my love, don't ruin yourself.

My little Joe! She spoke from her heart, and I went over and kissed her.

One club night, as I was dressed to go, Joe stood before me.

"Ned," said she, "I never had a fault to find with you before. You've been kind, and good, and loving, always; but I should be sorry we ever met if you are to go on in this way. Don't ask me what I mean. You know."

"Joe," said I, "it's only one club night."

"It will grow," said she.

Then she put her arms around my neck.

"Don't be afraid, child. I'll never pain you so again."

felt that I had forgotten my promise and my resolution.

I couldn't go home to Joe. I made up my mind to sleep on the club sofa and leave the place for good next day. Already I felt my brain reel as I never had before. In an hour I was in a land of stupor.

It was morning. A waiter stood ready to brush my coat. I saw a grin upon his face. My head seemed ready to burst; my hand trembled! I looked at my watch; I saw that I had only five minutes left to reach the depot!

Joe's words came to my mind. Was I fit to take charge of an engine? I was not fit to answer. I ought to have asked some sober man. As it was, I only caught up my hat and rushed away. I was just in time.

The *San Francisco* glittered in the morning sun. The cars were filling rapidly. From my post I could hear the talking—bidding each other good-bye, promising to write and come again. Among them was an old gentleman I knew by sight—one of the shareholders; he was bidding two timid girls adieu.

"Good bye Kitty—good-bye Lue," I heard him say; "don't be nervous. The *San Francisco* is the safest engine on the line, and Gueldon the most careful engineer. I wouldn't be afraid to trust every mortal I love in the batch to their keeping. Nothing could happen wrong with the two together.

I said, "I'll get through it somehow, and Joe shall never talk to me again." After all it was easy enough. I reeled as I spoke. I heard the signal. We were off.

Five hours from L. to D.; five hours back. On the last I should be myself again, I knew. I saw a red flutter, and never guessed what it was until we were past the down train at a wrong place. Two minutes more and we should have had a collision. Somebody told me. I laughed. I heard him say respectfully.

"Of course, Mr. Guelden, you know what you are about?"

Then I was alone, and wondering whether I should go slower or faster, I did something, and the cars rushed on at a fearful rate.

The same man who had spoken to me before was standing near me. I heard some questions.

How many miles an hour were we making? I did not know.

Rattle, rattle, rattle. I was trying to slacken the speed of the *San Francisco*. I could not remember what I should do. Was it this or that? Faster—only faster. I was playing with the engine like a child.

Suddenly there was a horrible roar—a crash; I flung somewhere. It was into the water. By a miracle I was only sobered—not hurt. I gained the shore. I stood upon the ground between the track and the river's edge, and there gazed at my own work.

The engine was in fragments, the cars in splinters; dead, dying and wounded were strewn around—men, women and children, old age, and tender youth. There were groans and shrieks of despair. The maimed cried out in pain; the uninjured bewailed their dead; and a voice, unheard by any other was in my ear whispering, "Murderer."

The news had gone back to A., and people came thronging down to find their lost ones. Searching for an old man's daughter, I came to a place under the trees, and five bodies were lying there in all their rigid horror—and old woman, a young one, a baby and two little children. It was fancy—it was pure fancy, born to my anguish—they looked like—oh! great Heaven! there were old mother, my wife, my children! all cold and dead.

How did they come on the train? What chance had brought this about? I gazed on the good old face of her who had given me birth, on the lovely features of my wife, on the innocent children. I called them by name; there was no answer. There never could be—never would be. And as I comprehended this, onward up the track thundered another train. Its red eye glared on me; I flung myself before it; I felt it crush me to atoms!

"His head is very hot," said somebody.

I opened my eye and saw wife.

"How do you feel?" she said: "a little better?"

I was rejoiced and so astonished by the sight of her, that I could not speak at first. She repeated the question.

"I must be crushed to pieces," said I, for the train went over me; but I feel no pain."

There he goes about the train again," remarked my wife. "Why Ned!"

I tried to move; there was nothing the matter with me; I sat up. I was in my own room, opposite the crib in which two children were asleep.

My wife and children were safe!—Was I delirious or could it be—?

"Joe," cried I, "tell me what has happened."

"It's 9 o'clock," said Joe, "You came home in such a dreadful state from the club that I couldn't wake you. You were not fit to manage steam and risk people's lives. The *San Francisco* is half way to A., I suppose, and you have been frightening me to death with your dreadful talk."

And Joe began to cry.

It was a dream—only an awful dream. But I had lived through it all as though it was reality.

"Is there a Bible in the house, Joe?" said I.

"Are we heathens?" said Joe.

"Give it me this moment, Joe."

She brought it, and I put my hand on it and took an oath (too solemn to be repeated here) that what had happened never should occur [illegible] and if the *San Francisco* [illegible] verdict will not be as it [illegible] *engineer got drunk.*

A [illegible] AT SHAKSPEARE'S TOMB.

Mr. *Punch*—My Dear Sir: I've been lingerin' by the tomb of the lamentid Shakspeare.

It is a success.

I do not hes'tate to pronounce it as such.

You may make any use of this opinion that you see fit. If you think its publication will subserve the cause of litteratoor you may publicate it.

I told my wife-Betsy when I left home that I should go to the birthplace of "Otheller" and other plays. She said that as long as I kept out of Newgate she didn't care where I went.

"But," I said, "don't you know he was the greatest poit that ever lived? Not one of these common poits, like that young idyit who writes verses to our daughter, about the roses as growses and the breezes as blowses, but a boss poit—also a philosopher, also a man who knew a great deal about everything."

She was packing my things at the time, and the only answer she made was to ask me if I was goin to carry both of my red flannel night caps.

Yes. I've been to Stratford onto the Avon, the birthplace of Shakspeare. Mr. S. is now no more. He's been dead over three hundred (300) years. The people of his native town are justly proud of him. They cherish his memory and them as sell picturs of his birthplace, etc., make it prof'table cherishin it. Almost everybody buys a pictur to put into their albiom.

As I stood gazing on the spot where Shakspeare is s'posed to have fell down on the ice and hurt hisself when a boy (this spot cannot be bought—the town authorities say it shall never be taken from Stratford), I wondered if three hundred years hence picturs of my birthplace will be in demand? Will the people of my native town be proud of me in three hundred years? I guess they won't short of that time, because they say the fat man weighin 1[illegible] pounds which I exhibited there was stuffed out with pillers and cushions, which he said one very hot day in July, "Oh bother, I can't stand this," and commenced pullin the pillers out from under his weskit and heavin em at the audience. I never saw a man lose flesh so fast in my life. The audience said I was a pretty man to come chiselin my own townsmen in that way. I said, "Do not be angry, feller citizens. I exhibited him simply as a work of art. I simply wished to show you that a man could grow fat without the aid of cod liver oil." But they wouldn't listen to me. They are a low and grovelin set of peple, who excite a feelin of loathin in every brest where lofty emotions and original idees have a biding place.

I stopped at Leamington a few minits on my way to Stratford onto the Avon, and a very beautiful town it is. I went into a shoe shop to make a purchis, and as I entered I saw over the door those dear familiar words: "By Appointment: H. R. H.;" and I said to the man, "Squire, excuse me, but this is too much. I have seen in London four hundred boot and shoe shops by Appintment: H. R. H.: and now you're at it. It is simply onpossible that the Prince can wear four hundred pairs of boots."

"Don't tell me," I said, in a voice choked with emotion—"Oh, do not tell me that you also make boots for him. Say slippers—say that you mend a boot now and then for him; but do not tell me that you make 'em reg'lar for him."

The man smilt, and said I didn't understand these things. He said I perhaps had not noticed in London that dealers in all sorts of articles was By Appintment. I said, "Oh, hadn't I?" Then a sudden thought flasht over me. "I have it!" I said. "When the Prince walks through a street he no doubt looks at the shop windows."

The man said, "No doubt"

"And the enterprisin tradesmen," I continued, "the moment the Prince gets out of sight, rushes frantically and has a tin sign painted, By Appintment: H. R. H! It is a beautiful, a great idee!"

I then bought a pair of shoe strings, and wringin the shopman's honest hand, I started for the Tomb of Shakspeare in a hired fly. It lookt, however, more like a spider.

"And this," I said, as I stood in the old churchyard at Stratford, beside a tombstone, "this marks the spot where lies William W. Shakspeare. Alars! and this is the spot where——"

"You've got the wrong grave," said a man—a worthy villager; "Shakspeare is buried inside the church."

"Oh," I said, "a boy told me this was it." The boy larfed and put a shillin I'd given him into his left eye in a inglorious manner, and commenced movin backwards toward the street.

I pursood and captered him, and after talkin to him a spell in a sarkastic stile I let him went.

The old church was damp and chill. It was ranin. The only persons there when I entered was a fine bluff old gentleman, who was talkin in a excited manner to a fashnibly dressed young man. "No, Ernest Montresser," the old gentleman said, "it is idle to pursoo this subjeck no farther. You can never marry my daughter. You were seen last Monday in Piccadilly without a umbreller! I said then, as I say now, any young man as venturs out in a uncertain climit like this without a umbreller lacks foresight, caution. [illegible]

THE PACIFIC
Commercial Advertiser.

Letter from Captain Waddell, of the Pirate Shenandoah.

[From the Mobile News.]

A gentleman of this city has received a letter from Captain Waddell, formerly in command of the crusier *Shenandoah*, dated December 27th, Waterloo, near Liverpool, from which we are permitted to make such extracts as may be of interest to the general public. The Captain appears to feel bitter disappointment over the result of the late war. He says that the South has proved false to her cause; he has very little respect for her; he does not believe she was in earnest; she will never again take the field, etc. Regarding himself he says:

"I am now in exile, but far from being a ruined man. I won't go to sea any more if I can help it. The feeling shown toward me through the restriction placed upon my wife is decided. It is just the feeling I like, though the tyranny to her is humiliating to the nature of man. I have written her to release her bondsmen and inform the Government that she owes her allegiance to her husband. As my case now stands, I do not think the bond is worth the paper it is written on. In a Court of law I know it would fail. You have seen Welles' report I suppose. He does me justice when he writes that I 'ceased my depredations when I heard Davis was a prisoner.' He willfully lies when he writes that I continued 'cruising against unarmed whale-ships when I knew that the armies of the South had surrendered.' The facts are these: After reaching Behring's Sea I captured the ship *William Thompson* and brig *Susan Abigail;* both had left San Francisco in April last. These captures were made about the 23d of June, and from each I received San Francisco papers. These papers professed to have the correspondence between Generals Lee and Grant concerning the surrender of Lee's army. They also stated that Davis and Cabinet were in Danville, to which the Confederate Government had been removed, and that Davis had issued a proclamation informing the Southern people that the war would be carried on with renewed vigor. I was the possessor of as late news by these two captures as any the whalers had, and I continued my work until it was completed in the Arctic Ocean, on the 28th of June, when I had succeeded in destroying or dispersing the New England whaling fleet. I left the Arctic on the 29th of June, and shipped from some of the whalers eight men on that very day—men of intelligence, all trained soldiers. It is not to be believed that those men would have taken service in the *Shenandoah* if they believed the war was ended. After leaving Behring's Sea I fell in with no vessel until I communicated with the British bark *Barracouta*, from San Francisco August 2d, fourteen days, bound for Liverpool. She informed me of the capture of Davis and a part of his Cabinet; also, of the surrender of Generals Johnston's, Smith's and Magruder's armies. The *Barracouta* furnished that news the first time I heard it, and I instantly ceased to cruise, and steered for Cape Horn. Before communicating with the *Barracouta* I intended to look into the Gulf of Lower California, and then to await the arrival of a California steamer bound for Panama. The *Barracouta's* news surprised us, and among some of the officers I witnessed a terror which mortified me. I was implored to take the vessel to Australia; that to try and reach a European port would be fatal to all concerned; petitions were signed by three-fourths of the officers, asking to be taken to Cape Town, arguing and picturing the horrors of capture, and all that sort of stuff. I called the officers and crew to the quarterdeck and said calmly to them: 'I intend taking this ship to Liverpool. I know there is risk to be run; but that has been our associate all this time. We will be sought after in the Pacific and not in the Atlantic.' They supported my views, and then followed a letter from the crew—signed by 71 out of 110—saying they had confidence in me, and were willing, nay, desired to go with me wherever I thought best to take the vessel. I had, of course, a very anxious time, painfully anxious, because the officers set a bad example to the crew. Their conduct was nothing less than mutiny. I had to tell one officer I would be Captain or die on the deck, and the vessel should go to no other port than Liverpool. So ended my trouble with complaints and applications from the officers. The men behaved nobly, and stood firmly to their decision. When the ship was four hundred miles from the Azores, a suspicious looking vessel was seen ahead, and apparently lying to, waiting for us to come up with her. It was sunset, the wind very light, and my suspicions being aroused, I steered my course steadily until darkness close in upon us, and then I wore ship and stood southwest till steam could be gotten up, for I had not even banked fires since parting with the *Barracouta*. It took two hours to get steam up; when it was ready I furled sails, steered due east sixteen miles, and hauled on my course, steaming for one hundred miles. I believe she was a Yankee cruiser. She was only six miles off when night came on, but I evaded her successfully. The *Shenandoah*, under sail, is a sixteen knot vessel; under steam, nine knots: a fine sea craft. She ran from the Arctic to Liverpool in one hundred and thirty days; from the line on the Pacific side to the Cape in twenty-six days; from the Cape to the line on the Atlantic in twenty-six days, and from the line to Liverpool in twenty-four days. Two of my crew died of disease when near Liverpool; otherwise nothing happened to mar our cruise. No accident occurred during the cruise. So ends my naval career, and I am called a 'pirate.' I made New England suffer, and I do not regret it. I cannot be condemned by any honest thinking man. I surrendered the vessel to the British Government, and all are unconditionally released. My obstinacy made enemies among some of the officers, but they now inwardly regret their action in the Cape Town affair."

USING A WHOLE EGG.

A friend told us a story a few day since, illustrating the free, generous character of the Irish, which we consider too good to be lost, and therefore give it to our readers:

Our friend's wife being in delicate health, it was resolved that a girl should be procured to do the housework, that the lady might have an opportunity to recover her health and spirits.

After visiting the intelligence office for two or three mornings, a fine buxom lass of about twenty years of age, but six months from "Swate Ireland," was selected and instructed as to the duties that would be expected of her.

"Now then," says the lady, "pour the ground coffee into a pot, then pour in the hot water, and after a few minutes boiling put one half an egg or so;" and the lady illustrated each description by a demonstration.

"You understand, don't you?" says the lady.

"Indade I do mum," was the response; "bile the coffee, grind the wather, and dhrop the half of an egg. Isn't that it, mum?"

"All right," replied the lady. "Now then tomorrow morning we'll see how well you remember it."

To-morrow morning came, and the coffee was as good as could be expected. The third morning came, and to the astonishment of our friend and wife, the coffee was undrinkable, and nauseating; even the odor of it was sickening. Bridget was called and questioned as follows:—

"Bridget, did you first put the ground coffee in the pot?"

"Indade I did, mum."

"Did you then pour in the hot water?

"Sure I did."

"How long did you let it boil?"

"Five minutes, mum."

"What did you do then?"

"I put in the egg, mum."

"Just as I showed you the other morning?"

"Well to tell the truth mum," says Bridget, "I would have put the half of an egg as ye told me, but the egg was a bad one; and I thought ye wouldn't mind kaping the half of it, and so I dropped the critter as it was."—Bulletin.

JESSIE CAMERON.

"Jessie, Jessie Cameron,
Hear me but this once," quoth he.
"Good luck go with you, neighbor's son,
But I'm no mate for you," quoth she.
Day was verging toward the night
There beside the moaning sea,
Dimness overtook the light
There where the breakers be.
"O Jessie, Jessie Cameron,
I have loved you long and true."
"Good luck go with you, neighbor's son,
But I'm no mate for you."

She was a careless, fearless girl,
And made her answer plain;
Outspoken she to earl or churl,
Kind-hearted in the main,
But somewhat heedless with her tongue,
And apt at causing pain;
A mirthful maiden she and young,
Most fair for bliss or bane.
"O, long ago I told you so,
I tell you so to-day;
Go you your way, and let me go
Just my own free way."

The sea swept in with moan and foam,
Quickening the stretch of sand;
They stood almost in sight of home;
He strove to take her hand.
"O, can't you take your answer then,
And won't you understand?
For me you're not the man of men,
I other plans have planned.
You're good for Madge, or good for Cis,
Or good for Kate, may be;
But what's to me the good of this,
While you're not good for me?"

They stood together on the beach,
They two alone,
And louder waxed his urgent speech
His patience almost gone;
"O, say but one kind word to me,
Jessie, Jessie Cameron."
"I'd be too proud to beg" quoth she,
And pride was in her tone.
And pride was in her lifted head,
And in her angry eye,
And in her foot, which might have fled,
But would not fly.

Some say that he had gipsy blood,
That in his heart was guile:
Yet he had gone through fire and flood
Only to win her smile.
Some say his grandam was a witch,
A black witch from beyond the Nile,
Who kept an image in a niche
And talked with it the while.
And by her hut far down the lane
Some say they would not pass at night,
Lest they should hear an unked strain
Or see an unked sight.

Alas, for Jessie Cameron!—
The sea crept moaning, moaning nigher:
She should have hastened to be gone—
The sea swept higher, breaking by her:
She should have hastened to her home
While yet the West was flushed with fire,
But now her feet are in the foam,
The sea-foam, sweeping higher.
O mother, linger at your door,
And light your lamp to make it plain,
But Jessie she comes home no more,
No more again.

They stood together on the strand,
They only, each by each;
Home, her home, was close at hand,
Utterly out of reach.
Her mother in the chimney nook
Heard a startled sea-gull screech,
But never turned her head to look
Toward the darkening beach;
Neighbors here and neighbors there
Heard one scream, as if a bird
Shrilly screaming cleft the air—
That was all they heard.

Jessie she comes home no more,
Comes home never:
Her lover's step sounds at his door
No more forever.
And boats may search upon the sea
And search along the river,
But none know where the bodies be:
Sea winds that shiver,
Sea birds that breast the blast,
Sea waves swelling,
Keep the secret first and last
Of their dwelling.

Whether the tide so hemmed them round
With its pitiless flow,
That when they would have gone they found
No way to go;
Whether she scorned him to the last
With words flung to and fro,
Or clung to him when hope was past,
None will ever know:
Whether he helped or hindered her,
Threw up his life or lost it well,
The troubled sea, for all its stir,
Finds no voice to tell.

Only watchers by the dying
Have thought they heard one pray,
Wordless, urgent; and replying,
One seem to say him nay;
And watchers by the dead have heard
A windy swell from miles away,
With sobs and screams, but not a word
Distinct for them to say:
And watchers out at sea have caught
Glimpses of a pale gleam here or there,
Come and gone as quick as thought,
Which might be hand or hair.

CHRISTINA G. ROSSETT

Distances between lights from Cape Henry
To Charleston. S.C.

Cape Henry	
To	
Body Island	70 Miles
To	
Cape Hatteras	35
To	
Cape Lookout	66
To	
Frying Pan Light Ship	68
To	
Cape Roman	72
To	
Charleston Bar	33
To	
City	12,

The following are a list of names of ships which

				Sailed
Ship	Governor Morton	Merchantman		June 8th 1861
Ship	William Thompson	Whaler		" 25th 1864
Ship	Janus	Whaler		Dec 6th 1865
Bark	Vineyard	Whaler		Jan 1st 1870
Ship	Casilda	Merchantman		June 8th 1871.
Steamship	Wanoke		Joined here	Nov 1st and 1871
Steamship	Old Dominion	(New)	"	April 25th 1872.
Steamship	Hatteras	"	"	July 10th 1872.
Steamship	Richmond (New)	"	"	Mch 17th 1873.
Steamship	Mediator (New)	"	"	Nov 2nd 1873
Steamship	Metropolis	"	"	May 21st 1874
Steamship	Georgia	"	"	July 15th 1874
Steamship	South Carolina			Feb 16th 1875
Steamship	"Rio Grande" (New)	"	"	Jan 17th 1877.
Steamship	"Agnes"	"	"	Mch 8th 1877
Steamship	"Panilla"	"	"	Dec 16th 1877.
Steamship	"Vindicator"	"	"	July 13th 1878
Steamship	"Panilla"	"	"	Dec 16th 1878
"	"Alliance"	"	"	April 8th " 1879
Steamboat	Thomas Clyde	"	"	~~June~~ 1st " 1879
Steamship	Virginia	"	"	Sept 18th 1879
"	Alliance	"	"	Dec 22th 1879
"	Florida (On trip in Pioneer)		(Pioneer)	Jan 6th 1880
"	Norfolk	"	"	May 11th 1880.
	Panilla (On trip to Fall River	"	"	July 17th 1880.
"	Ellen S. [illegible]		Joined here	Feb 18th 1880
"	Florida	"	"	[illegible] 16th 1880
"	[illegible]			
"	Panilla	"	"	Oct 19th 1882
"	Pioneer	"	"	Nov 9th "
"	Panilla	"	"	" 14th "
	Nunnie	"	"	Mch 13th 188[illegible]
	Old Dominion			Sept 12th 18[illegible]

I have sailed in, also the dates of sailing & arriving

Arrived September 23d 1862.
Sept 23d 1862
Burned by pirate Shennandoah June 22d 1865.
Discharged from her Dec 6th 1869 at Honolulu
Nov 11th 1870, discharged from her 20th and come home across the continent
Oct 9th 1871.
Left her the 19th of April 1872.
Left her July 5th 1872.
Left her February 21st 1873
Left her June 27th ~~of June~~ 1873
Burned at Philadelphia April 29th 1874
Left her July 3d 1874
Left her Dec 16th 1874
Left her Nov 1st 1876
Left her Feb 17th 1877
As Master, Transfered to Steamer "Manila" Dec 16th 1877
" " Left her May 14th 1878
As Mate " " Dec 13th 1878.
" Master " " April 2th 1879
" " Left her May 31st 1879
" " " " July 8th 1879
" " " " Dec 23rd 1879
" " " " Jan 6th 1880
" " " " May 2nd 1880
" " " July 12th 1880.
" Mate " " " 23d 1880.
" Master " " Dec 4th 1880.
" " " " March 23d 1881
" " " " Oct 18th. 1882.
" " " " Nov 8th "
" " " " " 14th "
" " " " Mch 12th 1883.
" " " " July 2nd 1884

INCIDENTS OF [illegible]M WHALING.

The good bark Fi[illegible] was lying becalmed off the west end of Cel-bes, with a large sperm whale alongside, ready to cut in. The sea was smooth as a pond, and the sun hot as blazes.

"In board there!" shouted the mate, who was on a stage over the side; "in board there, ahoy!"

"Sir!" was the response.

"Who's hook on is it?"

"Mine," responded a voice from the half-deck, and up bounded Tom, a smart young boat-steerer, with nothing on but a pair of drawers. In a couple of winks he made a dash at the open gangway overboard, for he was a good swimmer, but unluckily his foot slipped, and instead of jumping outside of the whale, which was evidently his intention, the back of his head struck the ridge of the whale, and he went right down with his hands extended over his head. All who saw him supposed he was going down a fathom or two to cool off, and we expected him up again in a few seconds; but not appearing soon, the men along the gangway, and the mates upon the stages roared out—"He's gone! save him, boys!" and in a second, five of our best swimmers plunged after him, and a boat was lowered at the same time. But it was all in vain; poor Tom rose no more; even the men who plunged after him only saw a shoal of sharks descending in the direction they supposed he was sinking. No doubt he was devoured in less than five minutes after he jumped overboard. Shoals of sharks generally keep company with whalers, especially when they have a whale alongside, and dash at everything that is thrown overboard. They would eat a whale's blubber in a night, if not kept off by spades and lances. These sharp instruments are appreciated by them—they seem to know that their touch is death, and instinctively keep a respectable distance until the carcass is surrendered to them in due form; then they have a blow out and a free fight, without interference from salt-beef surgeons.

Poor Tom had taken his last dive. The boat, after pulling astern, following the set of the current a reasonable time, returned and was hoisted up in silence. The men were too oppressed with grief to sing the usual song, and walked forward without exchanging a word. The captain had walked the quarter deck full five minutes, apparently lost in thought, when the man at the mast-head sung out, "There she blows—there again—there's two of them."

"Where away?" demanded the captain, springing into the main rigging.

"Right astern, sir, large whales! There goes flukes, headed across the ship's wake to port!—There she blows, there again!" continued the look-out, and soon the captain and mates were up alongside of h m.

"Clear away the boats!" shouted the captain, "and get ready to lower away; down from aloft. Ship-keeper, away aloft and keep a good look-out."

All hands were on the move, full of life and animation. Poor Tom was forgotten in the excitement of the moment. It was not until the captain's boat had dropped astern that he recalled to mind the fate of his boat-steerer by his absence from the bow of the boat; but seeing the cabin boy looking over the taffrail, he sung out—

"Jump overboard, Bill, and I'll pick you up; I want you to pull the after oar."

Without a moment's hesitation, Bill was overboard, a fathom deep, but rose to the surface like a cork, and was dragged inboard.

"Now," said the captain, who was a jovial young fellow, and delighted to identify himself with the humors of the crew, "you, Parson, pull the harpooner oar. I'll give you a chance to fasten, if we have the good luck to get upon the whale; but mind, if you miss, I'll drive a lance through you."

The young man whom he addressed as Parson, had obtained the title by trying to teach a couple of New Zealanders to read the Bible. All the men had by-names, such as Long Boy, Broad Sword, Jack Ketch, Livercomplaint, Rheumatis, Lazarus, &c., and these names were more used than those on the Articles.

This was the Parson's first whaling voyage; and the voyage was yet young, as there were only 300 bbls. of oil on board, and the ship could stow 2,800 bbls. The death of Tom had given him a lift, which of right belonged to some experienced spouter, of whom there were several among the crew, and he felt determined to show himself worthy of the place the captain had assigned him.

"Pull, my boys—spring to your oars—bend your backs," said the captain, grinding his teeth, and pushing at the after oar with all his might. "Pull, and head the mate—that's you, another stroke like that, my hearties; there—there she goes—now she flies; hurrah! the mate drops—now we lead off—off she goes!"

"The whale's up, sir," said the Parson, interrupting the captain, "on the larboard bow."

"So he is, and it's our chance. Peak your oars, boys, and take to the paddles."

The order was promptly obeyed, and we were seated along the gunwale, paddling like Malays. The whale was about three miles off going at the rate of three knots an hour, and blowing as leisurely as a blacksmith's bellows.

"Don't make a noise, my lads," whispered the captain; keep your paddles clear of the sides of the boat. What a noble fellow he is—gray headed a regular patriarch. Now, Parson, if you miss him I'll kill you—mind, he's good for 85 bbls., yes, 90; perhaps 100, and to miss him deserves death—two deaths—eh, boys? Hush!—take your paddles out of the water; he smells oakum; no he doesn't; paddle away."

We were following in his wake, and as the sun was shining on his starboard side, the captain concluded the sun would half blind him, and enable us to approach him without being seen, and steered the boat accordingly. It was really a great sight to see the noble fellow plowing along so gently, the water curling over his back as if he were bathing for his health, and enjoying the pleasure.

Stand up, Parson," said the captain firmly, but in a whisper, his eyes glaring as if they would leap from their sockets.

The boat's bow was square with the whale's hump, no more than eight feet off; the Parson held the iron (harpoon) by the middle carelessly in his left hand; the men still paddled, just keeping way with the whale, while the the captain was gradually edging the boat, head on and stern off.

"Dart," whispered the captain, but the Parson whispered back, "Lay on." "Dart, I tell you, you're near enough." "Lay on!" was still the response of the Parson.

"There, blast you, there lay on, and have your head knocked off!" giving the boat a sweep on with the steering oar. This time there was no order to dart, nor was it necessary; for the Parson, in order to give increased velocity to the harpoon, sprang into the box of the boat and sent one iron after the other socket up into the whale just abaft the fin; then jumping down into his proper place, seized a lance, but before he could bring it to bear, the whale sprang out of the water at least six feet, and came down with a splash that shrouded the boat in foam as if she had been immersed in the ruins of a waterspout.

"Stern hard!" shouted the captain—"stern for your lives!" and the men bent to their oars amid the whirlpool created by the emotion of the whale. But the Parson, true to his original purpose, regardless of the consequences, while the boat lay almost against the whale's hump, sent the lance into his vitals, and churned it round and round; the captain swearing like a maniac for him to sit down to his oar and lend a hand to back the boat clear of the whale.

"He spouts thick blood," said the Parson composedly, as he changed places with the captain. "I did not miss him."

The whale then went down about fifty fathoms, but was too much used up to remain long below, and when he came up to blow lay motionless for a minute. "Lay on," said the captain, "and I'll kill him dead." The order had not to be repeated; the Parson sent the stem of the boat square against the whale's side, and the captain was about picking out a soft place for his lance when the whale wheeled short round, and raising one corner of his flukes, laid it gently upon the boat's gunwale, and tipped her over, keel up, as politely as a lady would turn her hand in bidding adieu. But quickly as a flash the flukes flew to the other side, cut another boat clean in two, and broke the third mate's leg. Here was a pretty mess; twelve swimmers overboard in bloody water, surrounded by sharks, and at the same time liable to be smashed to pieces by the whale's flukes; but the valuable p[illegible] anyone by [illegible] with what he had done, left us to the care of the sharks, and paddled away with two irons and a boat's line.

To right our boats was the work of a few minutes, and in half an hour she was in safety with all hands on board. The whale made towards the ship, ran round and round a few times, and then turned up, fin-out and head sunwards. He made 95 barrels of oil.

The mate and second mate, unable to capture the other whale, returned to the ship; but that same afternoon, the Parson saw him or another fellow like him, and had the pleasure of fastening to him also. The three whales made 270 barrels of oil.

In six weeks the Parson saw and struck four large and twelve school whales, and never missed one. This uniform success induced the captain to give him charge of the third mate's boat, in which he killed some half a dozen whales, when he had three of his ribs stove in, and was sent ashore at Guam to procure medical attendance, where he remained six months.

Whaling is not unlike war—every lowering is a battle in which all are liable to lose their lives. But the whaler requires more skill and courage than the soldier or man-o'-war's man. He must think and act at the same time—there are no given rules by which he can govern himself, for every whale he attacks is apt to show some new caper, against which he must provide on the instant.

Our whalemen, with a little martial training, would make the most formidable sailors in the world, as they are certainly the most intelligent and daring.

How the Soldiers Talk.

We have heard the rebel yell,
We have heard the Union shout,
We have weighed the matter very well
And mean to fight it out;
In victory's happy glow,
In the gloom of utter rout,
We have pledged ourselves—"Come weal or woe,
By Heaven! we fight it out."

'Tis now too late to question
What brought the war about;
'Tis a thing of pride and passion,
And we mean to fight it out.
Let the "big wigs" use the pen,
Let them caucus, let them spout,
We are half a million weaponed men
And mean to fight it out.

Our dead, our loved, are crying
From many a stormed redoubt,
In the swamps and trenches lying—
"Oh, comrades, fight it out!
'Twas our comfort as we fell
To hear your gathering shout,
Rolling back the rebels' weaker yell—
God speed you, fight it out!"

The negro—free or slave—
We care no pin about,
But for the flag our fathers gave
We mean to fight it out;
And while that banner brave
One rebel rag shall flout,
With volleying arm and flashing glaive
By Heaven! we fight it out!

Oh, we've heard the rebel yell,
We have heard the Union shout,
We have weighed the matter very well,
And mean to fight it out;
In the flush of perfect triumph,
And the gloom of utter rout,
We have sworn on many a bloody field
"We mean to fight it out!"

Miles O'Reilly, in Harper's Weekly.

☞ An English stock-jobber, known for unexampled parsimony, although possessed of an immense fortune, one day met a poor man, one of his own relations.

"Come hither, George," said the miser, "do you know I have just made my will, and remembered you handsomely, my boy?"

"God bless your honor," said the grateful man, "you will be rewarded for so charitable an action, for you could not have thought of a more distressed family."

"Are you indeed so very poor, George?"

"Sir, my family is starving," said the man, almost crying.

"Hark ye, then, George, if you will allow me a good discount, I will pay your legacy immediately."

We need not add, that the terms were accepted of, and that the parties were equally pleased with the bargain they had concluded.

☞ "You may talk," said an Irishman "as you plase about it, but be jabers, Scotland is the finest country in the wurruld for nathural productions."

"How so?" cries one.

"Impossible!" exclaims another.

"Give us your reason?" demands a third.

"Why, jintlemen," said he, "don't you see that Scotland has got a whole *river of Tay* running through it!"

Ship WILLIAM THOMPSON of New Bedford (108A)

Master: Francis Cottle Smith

Voyage: Bering Sea, June 25, 1864 - June 22, 1865.

[Note: there are 2 copies of Book 108; one is a journal signed by James Allen Smith, keeper and fifteen year old son of the Captain; the other is an unsigned copy of the journal. The singed journal includes a description of the sinking of the William Thompson by the Confederate Raider Shenandoah, the unsigned copy ends before describing the sinking.]

This is under.

Both copies of 108 contain a journal of the ship JANUS, kept by James Allen Smith, and an unsigned copy of the journal.

Accession No 91.51 Book No. 108

(A) The book headed "a Journal of a whaling Voyage of the ship Wm Thompson" contains that journal + appears to have been written by Capt. F. C. Smith. The journal ends the morning (the Wm Thompson) of the day the ship is burned by the Shenandoah. After a few blank pages the journal of the Janus begins in the same hand.

Ship JANUS of New Bedford

108A

Master: Francis Cottle Smith, succeeded by James M. Green (who died 1870).

Voyage: North Pacific, Dec. 6, 1865 - June 8, 1871
Book ends June 16, 1868

In the book with the Journal of the ship WILLIAM THOMPSON.
[Note: There are two copies of Book 108. ~~Each~~ Each copy contains a journal of the voyage of the William Thompson followed by a journal of the voyage of the Janus.]

Starbuck mistakenly calls this ship the "James". On this voyage George F. Faville, 4th mate, was killed by a whale Dec. 27th, 1867

Accession No: 91.51 BOOK NO 108
A

Book A ends on June 16, 1868

Ship William Thompson of New Bed

(Ned Southworth)

This log was kept by his great-grandfather, James Allen Smith, covering a whaling voyage in the ship William Thompson. The ship, which was owned by his father, Francis Little Smith, sailed from New Bedford, Mass., on June 21, 1864, when James was 15 years old, and was captured and burned by the Confederate raider Shenandoah on June 22, 1865, in the Bering Sea, north of the Aleutian Islands.

1865

His entry — "Wednesday, June 21 — Begins with strong north-north-east winds with rain. Laid and one sail in sight. Father is not very well today. Middle part strong winds. Latter part light winds from north-north-east. Raised a sail and thought it was a whaler hailing. Clewed up his sails and came down to us. It was the Rebel pirate Shenandoah. Capt. Waddell sent two of his officers on board of us and ordered us on board of his vessel. Then broke out all the provisions he wanted and then set fire to the ship at four o'clock the next day. Put us on board of ship Milo and sent us to San Francisco. Then took the steamer and came home."

March 18, 1866 - James
1st Sperm which

The University of Chicago
Department of History

In the New Bedford manuscript Customs Records a voyage of Capt Francis C Smith is recorded in the Ship Heroine 1839.

In Alexander Starbuck's History of the American Whale Fishery p 356

The Heroine Ship 337 Tons
——— Smith is recorded as sailing for New Zealand June 25, 1839 and returning Feb 14, 1841. The catch is reported was 93 bbls of Sperm oil and 2483 of Whale Oil

This voyage was not given in the list you sent me; the first being "Heroine", May 30, 1841 to March 26, 1843

This was written by Marcus Jernigan
to whom we don't know. APR May 21, 2005
He writes: "In the list you sent me" ?

Voyages of Capt Francis C. Smith
Data from Alexander Starbuck, History of the American Whale Fishery from its Earliest inception to the year 1876 Published by the author Waltham, Mass. 1878.

Name of Vessel and Port		Class	Tonnage	Captain	Remarks
Fairhaven,	Heroine 1839	Ship	337	Francis C. Smith	
"	Heroine 1841	"	"	" "	
New Bedford	Mary 1843	"	350	"	
"	Metacom 1845	"	360	"	
"	James Allen 1848	"	355	" "	
"	Eliza Adams 1851	"	403	" "	
"	John and Edward 1855	"	318	" "	(was Capt Smith on Merchant Ships 1858-1865?)
* "	William Thompson 1864	"	495	" "	(My father, Jared Jenegan made his first voyage as Captain from N Bed. 1850 in the William Thompson
"	James 1865 (JANUS?)	"	321	" "	In Starbuck and in N B Cus Rec this ship is given as JANUS also N B Shipping List 1865
* [	Mount Vernon 1859 - Sept 1860	Ship	352	Perhaps another Mt Vernon merchant ship " "	Mount Vernon? This seems to be an Error - She sailed from N Bed. under Capt E.F. Nye Sept 1. 1855 and sunk in the Ochotsk Sea June 15, 1856 also Lyle Starbuck
[	Gov. Morton 1861 - Sept 25 1862	This must have been a merchant ship - No record as a whaler			
[	Mt. Hawaii 1863 - April 14 1864	This also must have been a merchant ship - No record as a whaler.			

(These three ships are not recorded by Starbuck.)

	Whaling Ground	Date of Sailing	Date of arrival	Result of Voyage: Sperm oil	Whale oil	Whale bone	Remarks
Heroine	New Zealand	June 25 1839	Feb. 14 1841	98	2483	—	
Heroine	New Holland	May 30 1841	March 23 1843	350	2200	17,600	[Your list says arrival March 26]
Mary	Indian O and N. W	Sept. 12 1843	May 28 1845	300	2800	25,000	
Metacom	N.W Coast	Nov. 29 1845	March 12 1848	100	2700	1200	[Your list says arrival Mch 13] Sent home 70 whale, 29,000 pounds bone
James Allen	N.W. Coast	Dec 28 1848	Feb. 17 1851	130	3,025	1800	Sold 100 wh oil at Lahaina; sent home 44,000 bone
Elijah Adams	North Pacific	Nov. 3 1851	Sept 23 1854	184	1220	14,000	[Your list says arrival Feb 25, 1854] added 1857; Sent home 457 sperm, 1,400 whale, 12624 bone; sold 130 sperm at Valparaiso
John and Edward	Indian Ocean	Jan. 8 1855	Dec 10 1858	50	1900	--	Sent home 143 sperm, 50 whale, 10,870 pounds bone; withdrawn 1859
William Thompson	North Pacific	June 25 1864	---	--	--	--	Sent home 316 sperm; captured and burned by the Shenandoah off Cape Thaddeus 1865; Value, $56,000 and Catchings
James (Janus)?	North Pacific	Dec 6 1865	June 8 1871	65	347	---	[James?] George G. Fanlle, fourth mate, killed by a whale December 27, 1867: Capt James M Green, who took Capt. Smith's place died 1870. Sent home 731 sperm, 2,161 whale, 6,221 bone [Capt Smith left ship at Honolulu Jan 8, 1870] note 6 [Janus]?

These two pages appear to be the
work of Marcus Jernegan
He keeps mentioning
"your list" although he gives
no information as to whom
he is referring by "your" list.
ARR May 21, 2005